

GRAIN DEALERS' JOURNAL

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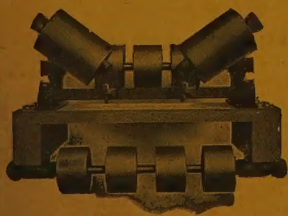
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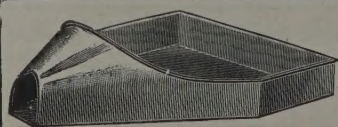
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SHIPPERS'
RECORD BOOK
NO. 20

is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9 1/2 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left-hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads. Price, \$1.75. Address

GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL. ☐

DO IT NOW

Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.

Grain Shipping Ledger**FORM 24**

An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. A page is given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

Across top of left hand page is printed "Shipments To....." the column headings on this page are: Date Shipped; No.; Car Initial; Car No.; Kind of Grain; Grade; Bushels or Weight; Price; Am't of Draft; Remarks. The right hand page is ruled with column headings as follows: Date Returned; No. Bushels Returned; Grade; Date Sold; Price; Freight Paid; Other Charges; Total Charges; Over Charges; Net Proceeds; Balance. Above the date column on each page are the figures "190.." In the column headed "No." on each page is a column of figures running consecutively from 1 to 50, thus numbering the lines on each page for quickly following record across the double pages.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

GRAIN DEALERS JOURNAL

255 La Salle Street, Chicago, Illinois

Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets. The sheet is perforated so that each ticket can easily be removed.

Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt.; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it.

300 tickets in each book, with a rubber stamp for quickly filling in name of buyer. Price \$1.25

Grain Dealers Company

255 La Salle Street Chicago, Ill.

SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNALOF CHICAGO.
COSTS 15 CENTS PER LINE.**Sold My Elevator For \$5.10****D. A. LANTZ**

(Successor to W. E. Riley)

DEALER IN

Grain, Seeds and Coal

Montpelier, Ohio, Aug. 31, 1909.

The Grain Dealers Journal,

Chicago, Ill.

Dear Sirs:

Please discontinue my ad. in the "Grain Dealers Journal". I have sold my elevator to the S. S. Earhart Grain Co. of Burkettsville, Ohio. Send bill and I will remit.

Thank you for selling my elevator.

Respectfully yours,

D. A. LANTZ.

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THAT
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FOR SALE OR TRADE—Grain, seed, coal and feed business, in Northwestern Ohio, on Wabash R. R. Plant includes 15,000 bu. capacity, gasoline power, iron clad cribbed elevator building, coal house for 400 tons coal, ware room, barn, private switch, all in first class condition. Handles about 100,000 bu. grain and about 4,000 tons coal per year. Doing good paying business. Owner is obliged to retire. Would exchange for improved land up to \$6,000. Can give long time on balance with int. at 5%. Price \$11,500. About one acre of land goes with this plant. Located in town of 3,000. Address Riley, Box 2, Grain Dealers Journal, Chicago, Ill.

Two insertions, at 15 cents per line cost only \$5.10. We can do the same for others.

If you have anything to sell to grain dealers, write us for particulars.

Grain Dealers Journal

255 La Salle St.

CHICAGO

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W. J. BOOKER

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MEMPHIS,
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Cotton Seed Meal
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The latter is manufactured especially for dairy cows, being 50 per cent Choice Cotton Seed Meal, 50 per cent Choice Cotton Seed Hull bran and contains 22 per cent Protein.

A balanced ration for the dairy.

Our Choice Cotton Seed Meal contains 41 to 43 per cent Protein.

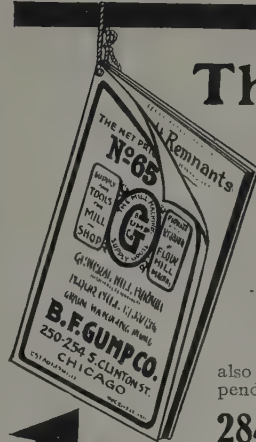
Ask for rules and regulations of the Cotton Seed Crushers' Association.

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Best Food on Earth for Cattle, Horses, Mules, Sheep or Chickens.

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This Book FREE

¶ We want to send our New Net Price Book No. 65R to every Elevator Operator and Grain Dealer.

¶ It gives full and complete descriptions of all kinds of Machinery such as you need every day, also supplies. It is really a compendium containing

284 Pages of Prices

¶ It is the most complete catalog we have ever published and lists practically every standard

device and supply article you will need in the conduct of your business.

¶ You should have this book always in your office.

¶ Sign the Coupon below, tear or cut it out and mail today.

B. F. GUMP CO.

427 South Clinton St.

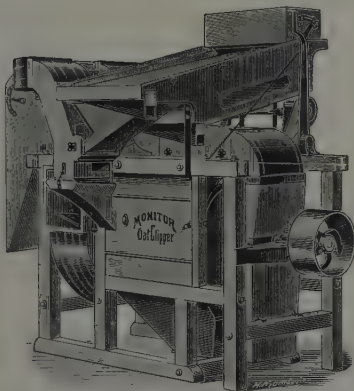
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OAT CLIPPER

Don't Court Failure

By installing a poor machine for use in clipping oats, the best machine obtainable is necessary to produce good work. We guarantee perfect work, large capacity—and allow 30 days trial.

There are more "Monitor" Oat Clippers in use than any other make—why not use the best.

Huntley Mfg. Company

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is the cheapest—it will give satisfaction at all times, and can be depended upon when wanted most.

The Gerber Improved Distributing Spouts are made by skilled workmen, from the best of material. They have a reputation to sustain and must be right. Our largest customers are the ones who have bought from us for years. They know if GERBER ships it it is right.



I make a Specialty of Elevator and Mill Spouting Write for Particulars

J. J. GERBER, MINNEAPOLIS, MINN.

Perforated Sheet Metal

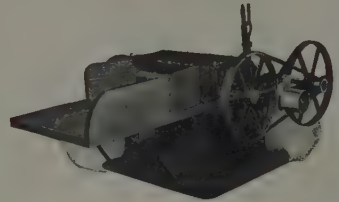
We have a first class up-to-date plant for the manufacture of perforated metal, and can fill orders promptly. Our prices are right, and we furnish goods which we guarantee to be the best. A screen that lays flat and fits the frame not only does better work but increases capacity. We know how to make them. Prompt shipment is our rule.

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Alfalfa Meal Mills

Send for circular No. 117.



Wolf Alfalfa Mill.

The Wolf Co.

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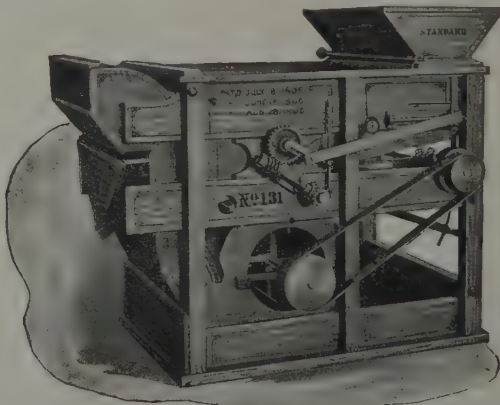
Wheat, Rye, Corn
and Alfalfa Mills
and Grain Elevators.

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IN the July 25th issue we called your attention to the Blast Regulator of the Standard Cleaner.

Now our traveling brushes, each screen has a set of brushes of its own, any one of which may be used, or removed at the operators pleasure. Any desired pressure against the screens may be obtained by simply adjusting the regulating lever at the back of the machine, it not being necessary to stop the machine. Our brushes travel lengthways of the screens, doing better work, and without injuring the meshes of the screens as would be the case in brushes traveling crossways. They insure full working capacity by keeping the screens clean.



There are other unexcelled points about this machine which we will tell you about if you will write us. For any kind of a cleaning machine write the

International Mfg. Co.

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Designing and Constructing Engineer
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Complete plants erected.

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Machinery and equipment furnished and installed.

Let me figure with you. A personal interview would be better. Probable result: money for both of us. You want largest return on smallest possible investment. Let me show you how to do it.

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ASK FOR CATALOG AND PRICES ON MIXERS.

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I BUILD TO PLEASE Grain Elevators and Warehouses

Plans and Specifications furnished
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Flouring Mills and Elevators
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Motto—Not how cheap, but how good.

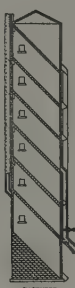
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Elevators in Wood and
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Especially Designed for Economy
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Designer and Builder ST. PAUL, NEB.
When thinking of building or remodeling your
elevator don't overlook the fact that I build
and remodel GRAIN ELEVATORS that give
entire satisfaction. Scales and Gasoline En-
gines repaired.

THE MINNEAPOLIS STEEL AND MACHINERY CO.

Builds the best fire-proof construction
elevator because:

It costs less.
Can be built quicker and at all seasons of
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It keeps the grain absolutely free from
moisture.

There is no danger of cracked walls or
from settling foundations.

In case it is desired to move the elevator
there is at least 50% salvage.

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Who Builds Right Kind
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Any Weight

of grain up to 100,000 pounds
is reduced to bushels by Clark's
Decimal Grain Values, which
also shows the value of any
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Modern Elevator Plans

We can furnish plans and estimates for grain elevators showing all practi-
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Builders of
GRAIN ELEVATORS
In all materials.
263 La Salle St. Chicago, Ill.

REDUCE YOUR EXPENSE

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does the work. I build and re-
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for plans and prices.

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Contractors and Builders of
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Plans and Specifications Furnished
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306 Corn Exchange.

Minneapolis, Minn.

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Better *have*
YOUNGLOVE
 build your
ELEVATOR

than to wish you had.

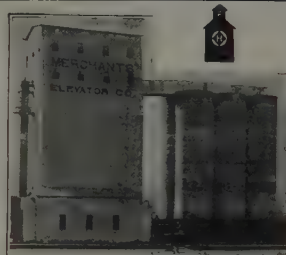
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We design and erect the structural work and mechanical equipment of Grain Handling or Storage Plants from a country receiving station to a cleaning or transfer house.

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 PERFECT CONTROL

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MOTORS—BETTER USE

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Grain Elevators, Flour Mills and Complete Plants for
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Steel Grain Tanks

We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked, and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success, we do it.

WM. GRAVER TANK WORKS, East Chicago, Ind.

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Contractors and Builders of

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The three main things to be considered when building an elevator are: Prompt service, first-class job in every respect, and at prices that are right. You take no chances when dealing with us, as we guarantee our work.

Motto: Once a customer, always a customer.

Plans, specifications and estimates furnished.

401 Commercial Block, Mason City, Iowa

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Engineering & Construction Co.



Designers and Builders of
Modern Grain Elevators
 Concrete or Wood

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WE BUILD FIRST-CLASS ELEVATORS

HERE ARE SOME OF OUR 1909 CUSTOMERS:

Wallington Bros.	Ashland, Kansas.	2
Ellsworth Mill & Elevator Co.	Ellsworth, Kansas.	1
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Aurora Mills.	Junction City, Kansas.	1
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William Moore Lumber Co.	Exbert, Wyoming.	1
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We make plans for all the good Elevators in the Southwest.
 If interested, write us.

The P. H. Pelkey Construction Co., Wichita, Kansas

SITUATION WANTED

As manager of country grain elevator by responsible man of experience.

See "Situations Wanted" columns of

GRAIN DEALERS JOURNAL, CHICAGO

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Get what you contract for by dealing with
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GRAIN ELEVATORS

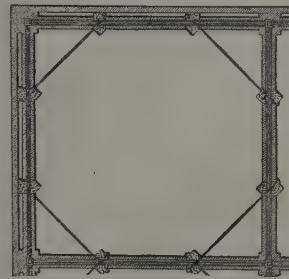
Should be built to hold all the grain put into them.
Economical in operation. Equipped to do a large amount
of work with a small amount of power.

WANT ONE?

Then write

T. E. IBBERSON
DESIGNER AND BUILDER
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BUILT FOR
**Northwestern
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Designers and Builders of **GRAIN ELEVATORS** In All Parts of the World



1,000,000 bushel Fire Proof Concrete Storage Elevator
for the Northern Central Railway Co.,
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GRAIN ELEVATOR DEPARTMENT, 1811 Fisher Bldg., Chicago

W. R. SINKS, Manager R. H. FOLWELL, Engineer

We also do General Contracting and have offices in the following cities.

Write or call on any of them.

New York, Hudson Terminal Bldg. St. Louis, Mo., Bank of Commerce Bldg.
Pittsburg, Pa., Westinghouse Bldg. New Orleans, La., Iberia Bank Bldg.
San Francisco Cal., 709 Mission St. Denver, Colo., 1st Natl. Bank Bldg.
Canadian Stewart Co. Ltd., Montreal, Canada, Eastern Township Bank Bldg.
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Canadian Pacific Fire Proof Grain Elevator

Under construction for the Ca-
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Fort William, Ontario.

The Barnett & Record Company
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CAST IRON ELEVATOR BOOT



Note the convenience our design offers for attaching legs, gates and hoppers.

We make Wood Elevator Boots, either with or without Takeup Boxes, and with Pulley or Sprockets as desired.

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Long Fibre Transmission Rope

Blue Thread
Brand

Once Tried Always Used

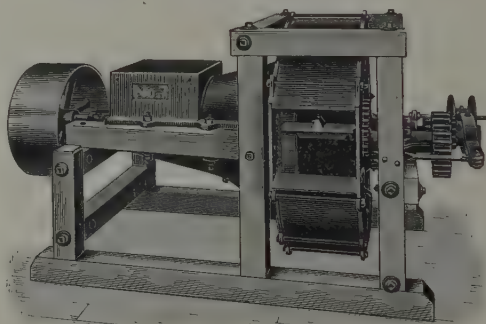
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Write for Prices.

**Power
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Minneapolis, Minn.

The Improved U. S. Corn Sheller Is Now Ready



Second Patent Pending.

It is mounted on a well braced wood frame, separate fan with interchangeable cups, run at reduced speed, which delivers the corn and cobs from the sheller without force or dust annoyance. These are only part of the advantages. Write and we will tell you all about it.

B. S. CONSTANT CO.
Bloomington, Ill.

Grain Receiving Ledger

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

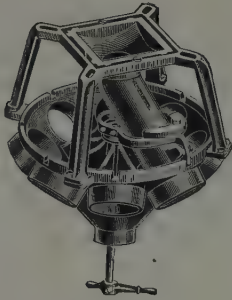
Each of its 204 pages of linen ledger paper, size, 8x13 1/2 inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43.

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255 La Salle St., Chicago, Ill.

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U. S. Yards, CHICAGO

OUR pens are located in the center of the Yards. A member of the firm is always at the head of both the cattle and hog departments. Our financial standing is unquestioned. We will be pleased to furnish market reports by wire or letter.



Non-Mixing.

Hall Signaling Distributor. You Can't Guess Right.

Guessing when a bin is full, which you must do with the ordinary device, is costly; because, to be on the safe side, you stop elevating when about 9-10ths full. With 10 bins you lose the use of 1 bin absolutely.

The Hall Signaling Distributor

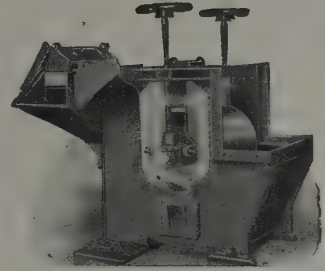
fills 10 bins chock-full—bin spout and all, without spilling a kernel, or puts just as much grain into 9 bins as you ordinarily do in 10, saving bin cost if building new, or practically adding 1 bin to your present plant.

Our automatic signaling device does it.

No Escape!

There is no Escaping a "Choke"

with the ordinary Boot. Either the Boot itself will "choke" or you must "choke" your business to prevent it. That is to say shut off the feed gate, run the cups half full, spend your whole time watching them do half duty, consuming power, and in constant fear, even then, of a "choke."



Non-Choking.

Hall Non-Chokable Boot

will double the amount elevated and do it without attention.

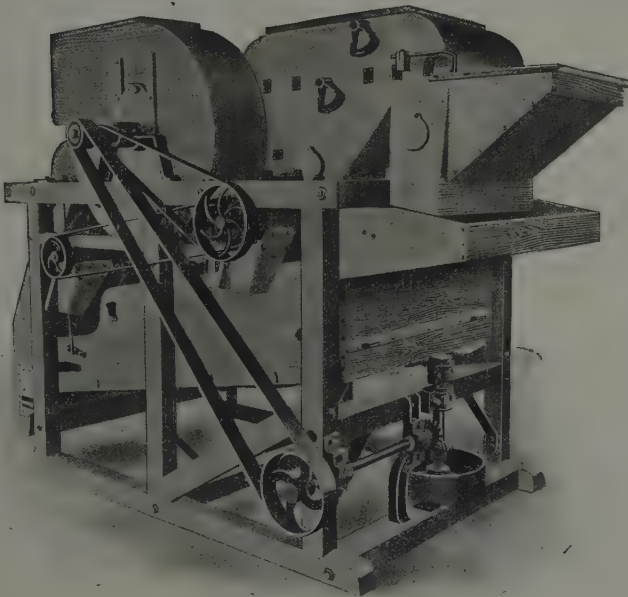
~~HALL SPECIAL~~ ELEVATOR LEG

including the above devices, is an equipment unequalled in efficiency or capacity. Costs less to construct, operate or maintain.

The specifications guarantee results in your elevator.

HALL DISTRIBUTOR CO., SENT ON TRIAL **433 Ramge Bldg., Omaha, Nebr.**

Ohio Oscillating Corn and Grain Cleaner



ITS construction is such that the spouting to and from the cleaner can be done easily. The best seasoned hardwood is used in the frame—well braced, firmly mortised, tenoned and bolted together with joint bolts. The rigidity of the frame is maintained by iron braces, which absolutely prevent it from getting out of alignment. It is compact, and is so constructed that the cleaner can easily be converted into a right or left hand when installing.

All bearings are babitted with the best high grade babbitt metal.

The machine derives its motion from the fan shaft. The vertical eccentric shaft is driven by a pair of noiseless cut bevel gears from the lower counter, which is driven direct from the fan shaft. The eccentric on upper end of vertical shaft gives an oscillating movement to the shoe which carries the screen. The opposite or discharge end of the shoe moves between two roller guides, which prevents it from swinging sideways; and is suspended by heavy adjustable wrought iron rods. The gyrating wheel on vertical shaft is perfectly balanced, which insures smooth, easy running, and absorbs any uneasy shake or vibration.

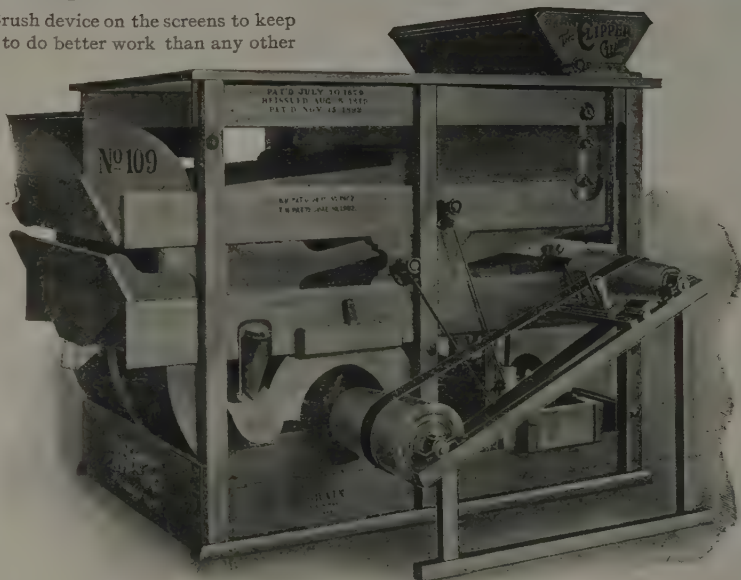
We manufacture a complete line of Elevator Equipment and we will furnish you any machine or equipment you need.

THE PHILIP SMITH MANUFACTURING COMPANY, SIDNEY, OHIO

The No. 109 Clipper Seed and Grain Cleaner

Shown here has our perfect Traveling Brush device on the screens to keep them from clogging, which enables it to do better work than any other cleaner. It also has our Special Air Controller, which an experienced man will see at a glance is a perfect device for regulating the Air Blast. It has three full length screens and one-half length scalper screen which makes it very desirable for handling dirty or chaffy seed, grain or corn. The excellent results obtained on this machine and the small amount of power required by it will surprise you if you have not operated one of our Cleaners.

We guarantee it to give perfect satisfaction on clover or timothy seed or any kind of grain and it can be operated with one-fourth the expense for power of any suction cleaner on the market. If you are looking for a first-class, up-to-date cleaner of good capacity, we would be glad to send you catalog and give prices and particulars upon request.



A. T. FERRELL & CO., SAGINAW, W. S., MICHIGAN.

ELEVATOR EQUIPMENT

We manufacture a complete line of elevator equipment including Wagon Dumps, Power Shovels, Corn Shellers and Cleaners, Buhr Stone and Roller Feed and Meal Mills, Meal Bolters, Packers, Car Pullers, Passenger Elevators, Grain Handling Appliances, Belting and Power Connections of all kinds, Mill and Elevator Supplies.

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NORDYKE & MARMON CO.

America's Leading Mill Builders

Est. 1851.

INDIANAPOLIS, IND.

WILLFORD

Light Running Three-Roller Mills

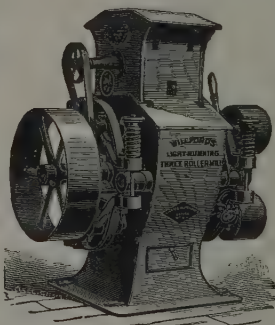
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because they take the least power,
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THE RELiance AUTOMATIC DUMP CONTROLLER



does not require time or labor in operating, is n in the road in the sink or in driveway. It is simple, durable and easily attached to any drop dump. All prominent elevator contractors recommend it.

In our experience in grain elevator building we find there is often a great objection raised by the farmers about the hard dropping of their wagons in dumping; also that expense often accrues to grain men for repairs to wagons broken in this way.

It has been in use over the central grain states two years. We have letters from a great number of users who speak of it in the highest terms, and say they will not do without it.

We guarantee it to give satisfaction.

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NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

Made in Several Sizes, Both Stationary and Portable Styles

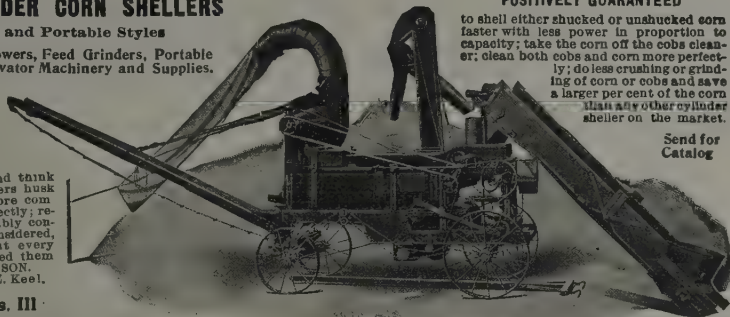
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Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 13 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; requires less power in proportion to capacity; are more durably constructed and costless, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.
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By J. Z. Keel.

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to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

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Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

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Every kernel is uniformly conditioned without checking.

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Absolute satisfaction guaranteed.

Built in capacities from 10 bushels to 1000 bushels per hour.

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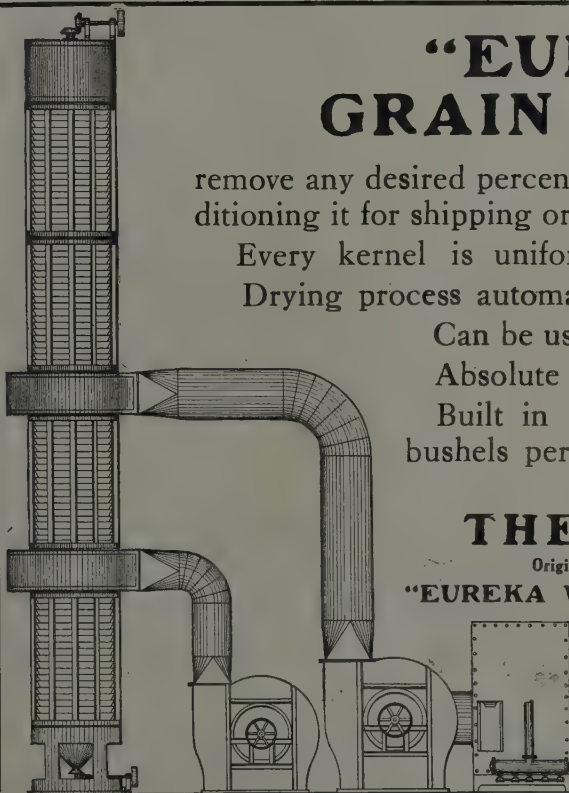
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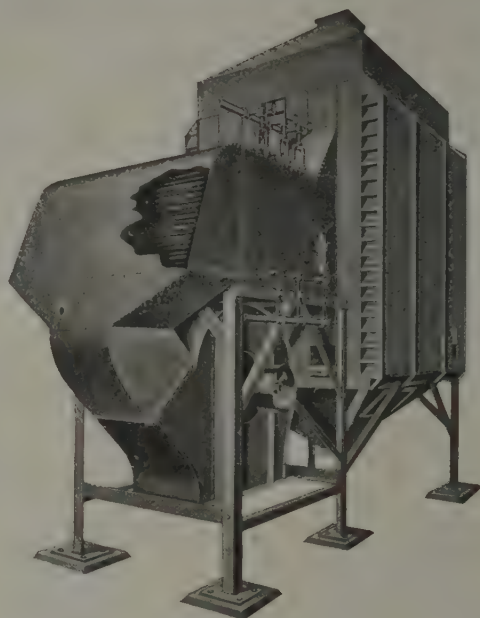
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We have them in various capacities, ready for shipment.

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Leave Chicago	9 a. m.	1 p. m.	9 p. m.
Arrive Indianapolis	2:40 p. m.	6 p. m.	3:30 p. m.

Fare \$3.70

Sleeper \$2.00 per berth

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The GRAIN DEALERS JOURNAL

255 La Salle St. Chicago, Ill.

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The "Western" Manlift is simple and absolutely safe. Has all the automatic attachments found in any other.

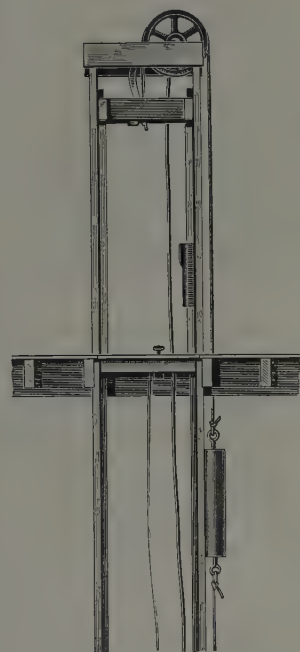
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Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in full heavy canvas covers.

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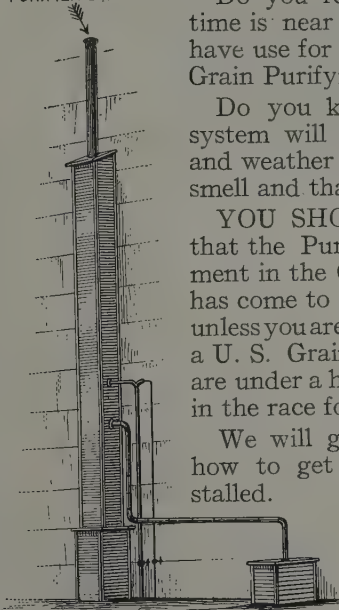
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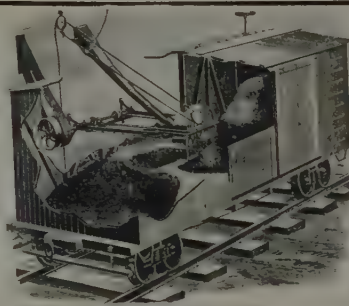
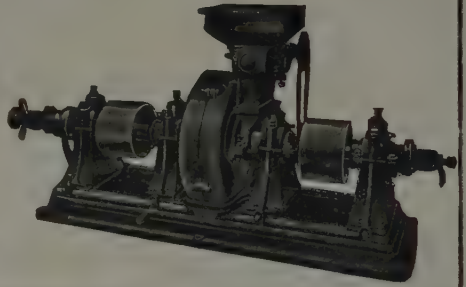
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Both machines are standard and leaders of their class.

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Grain Dryers of all capacities.

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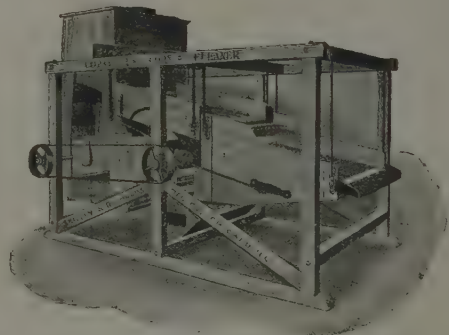
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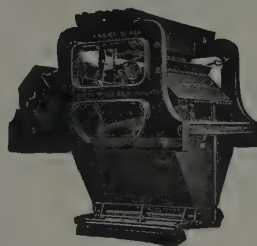
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The railroads will accept its weights because the railroads use the scale themselves, thus your shipments are safe and you will be paid on your weights.

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No multiplication of error due to multiplied levers—Guaranteed to weigh within one-half bu. in carload—Specially designed to weigh uncleaned grain—Absolutely can not be choked or stopped by cob which is weighed with the grain—Takes up small space—Nothing to get out of order—Made by skilled experts and engineers of highest caliber and greatest experience.

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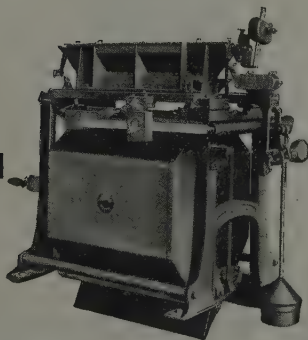
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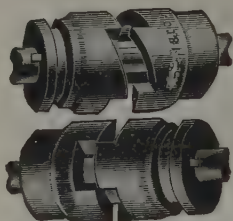
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It's the Easiest Running

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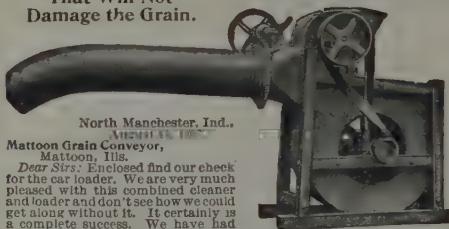
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Very truly,

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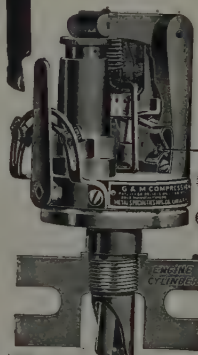
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The ONLY Machine
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This igniter is suitable for all types of internal combustion engines. It may be screwed in place of your jump spark, hot tube or mechanical make and break igniter.

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USE GAS, GASOLINE OR KEROSENE

make a dependable power for Elevator and Mill work. Your plant is running in one minute, no time lost getting ready for short runs. The equipments are complete and conform to Insurance rules.

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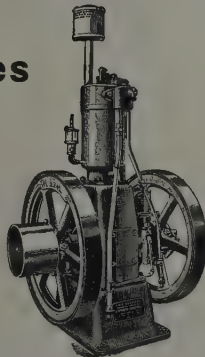
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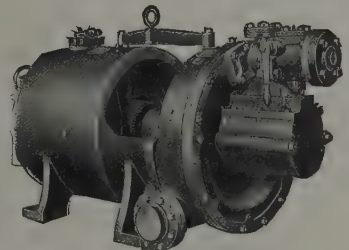
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Wherever boilers are used—
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FOR SALE—30,000 bu. Elevator located good town western Indiana. Good Corn Crop. Address X. Y. Z. Box 5 Grain Dealers Journal, Chicago.

A GOOD PAYING ELEVATOR in Northeastern Indiana for sale. A bargain if sold soon. Address Bargain, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—1st class Ohio plant, at 75c on the dollar, as I expect to retire from active business. Address M. H. C., Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A good paying elevator, in north central Indiana, in good wheat, oats and corn belt. A bargain if sold soon. Address S, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two modern elevators, located in north central Iowa, on Chicago Great Western. Handled 350,000 bu. of grain last year. Gasoline and electric power in elevators. Also only Flour and Feed Store in county seat town of 3,000 inhabitants. For full particulars address P, Box 1, Grain Dealers Journal, Chicago, Ill.

EXCEPTIONAL BARGAINS in OKLAHOMA Grain Elevators located at Rocky, Cordell, Bessie, Thomas, Longdale, Bridgeport, Alva, Enid, Lahoma, Waukomis, Billings, Stillwater, Mehan, Glencoe, Salt Creek, Foraker, Tullahassee, Boynton. Fine openings for good business this Fall. Be quick and get in touch with Weatherwax & Co., 9 East Dewey, Sapulpa, Okla.

TO EXCHANGE for land: Grain, coal and feed business in Illinois on C. & A. Ry. Plant includes 50,000 capacity gasoline power iron clad cribbed elevator building; cribs for 15,000 bushels ear corn, coal houses for 200 tons hard and soft coal, feed grinder, etc. All in first class condition. Handles 150,000 bushels grain annually. Price \$10,000. R. N. F., Box 12, Grain Dealers Journal, Chicago, Illinois.

FOUR ELEVATORS FOR SALE—White Rock, S. Dak. Price \$7,000. Receipts last year 125,000 bus. Good station, no fight on the market. We made last year at this station \$3,500, and crop prospects for this year are big. Capacity 25,000 bus. Have best buyer at White Rock and would want to have him go with the house, Clinton, Minn., 35,000 bu. house, Price \$6,000. Splendid crop prospects. Have the best buyer in that vicinity. Will guarantee good profits. Montevideo, Minn., 35,000 bus. capacity elevator. Price \$6,000. On the main street; best location in town of only four elevators. Immense territory to draw from, and there will be a big and profitable business done at this elevator this year. Granite Falls, Minn., 15,000 bus. capacity. Price \$2,500. Has the best buyer in town and gets most of the wheat. We have the above elevators for sale; locations are excellent. We are selling out because we burned out at Montevideo. Address Montevideo Roller Mill Co., Red Wing, Minn.

ELEVATORS FOR SALE.

FOR SALE—An up-to-date elevator, located in the best grain producing portion of Ohio. Building, machinery and everything as good as new. Address, J. L. M., Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—30,000 bu. elevator; nearly new; modern equipment; Fairbanks, Morse 8 H.P. gasoline engine, dump and hopper scales, cleaner, direct loading. Located on Great Northern Railroad in the cream of wheat belt. Address, Minn., Box 3, Grain Dealers Journal, Chicago, Ill.

TWO IOWA elevators for sale—Have two elevators in central northern Iowa on the C. M. & St. P. R. R. in good grain territory and will sell for cash or trade for S. Dak. land. My reason for selling is that I live too far away to look after same. Address Carl, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—22,000 bu. elevator, built of 2x6 oak cribbing, weather board siding; 25 H. P. Olds Gasoline engine, one 12 in. leg. terra cotta engine room and office, private loading switch and groun, connected with the E. J. & E. Ry. and the B. & O., 35 miles east of Chicago in first class grain country; for information write Cadwell & Salyers, Malvern, Iowa.

FOR SALE—NINE MODERN COUNTRY GRAIN elevators in Southern Minnesota and Northern Iowa, on Rock Island road, between Estherville, Iowa, and Albert Lea, Minn.; all of them open and doing business; good crops in territory; prices and terms right; might sell separately; best of reasons for selling. Address Earl Taylor, 511 Chamber of Commerce, Minneapolis, Minn.

BEAN ELEVATOR AND COAL TRADE, in the heart of the bean territory. No competition in either beans or coal. Elevator new, of first class material and workmanship; equipped with all modern facilities. Each doing an unusually fine business. Trade well established and paying good money. Change of climate necessary for health of family. Address, Grif, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE—Always. One ele. & mill combined E. Ind. good bargain, cash or will trade for land, 2RRs. good. Listed 9th inst. fine, large, ironclad, cribbed ele. Clover Leaf RR. very best Ill. territory and conditions. Good town, no competition, ships 225,000-\$12,500. One E. Ind. Erie RR ele. very large blk. land Ty. This is right for \$5,500, and others, others. On the side for a friend, the best coal & lumber bus. on Mkt. in Ind. round \$38,000, who wants it? John A. Rice, Frankfort, Ind.

ELEVATORS WANTED.

ELEVATOR WANTED—No objection to handling coal and feed; give full particulars and price. Address H. N. S., Box 5, Grain Dealers Journal.

Elevator handling 100,000 to 150,000 bu. annually, with retail business in connection; located in northern Ohio, Indiana, Illinois or Iowa. Must be open to thorough investigation. Give full particulars and terms. Address Prompt Buyer, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WANTED to rent or would form partnership in good elevator, Indiana or Illinois, by Sept. 1st. Address Rich, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED: Western Ohio or eastern Indiana. Give full particulars and price for cash in first letter. The Buckland Mig. Co., Buckland, Ohio.

ELEVATOR WANTED—Must be in good condition and contain sufficient lumber to erect a 5 to 10,000 bu. house at another point. Write full particulars to W. F. Sanders, Honey Creek, Ind.

ELEVATOR WANTED—I want to buy an elevator where I can buy grain on a living margin. Tired of fighting. Must be good grain station. Please give full particulars and price. F. L. Winsor, Downers Grove, Ills.

ELEVATOR BROKERS.

KANSAS ELEVATOR Property is made a specialty by E. J. Smiley, Crawford Bldg., Topeka, Kan.

HELP WANTED.

WANTED—A good man for work in elevator. One familiar with a snap corn sheller. Address Box 123, Chickasha, Okla.

EXPERIENCED BUYER WANTED—Give full particulars regarding experience. Wohlheter Elevator Co., Fairmont, Minn.

WANTED—Elevator man who can handle a gasoline engine and snap corn sheller. Address Box 123, Chickasha, Okla.

WANTED—A Good Man to work in elevator and do general work, handling grain and coal. J. J. Grosenbaugh, Coon Rapids, Ia.

WANTED—An experienced man as bookkeeper and stenographer in a grain and milling business. Good salary and pleasant little town in which to live. THE J. T. DETCHON CO., New Richmond, Ind.

WANTED:—A traveling salesman who understands the machinery needs of country elevators and can sell the goods. One who can sketch a plan preferred. Address Forty chances, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED—A live, hustling man with good grain experience, to take charge and manage a grain brokerage office. Must come well recommended, and be capable of making good. Good position for right party. Address Grain Broker, Box 5, Grain Dealers Journal.

WANTED—A married man who is a competent grain buyer and has the ability to do the depot work of a small flag station. A good opening at this point for a general store and stock buyer. We have a good proposition to make to a hustler. Address Box 573, Ft. Dodge, Ia.

SITUATIONS WANTED.

WANTED POSITION—Experienced grain, hay and seed buyer wants work. Address Mart, Box 10, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as Manager of country elevator, by experienced and capable man. Married and can give best of references. Address A. P. Jasinski, Canby, Minn.

SITUATION WANTED—As manager of country elevator by single man with several years' experience; German; A 1 references. Address J. J. K., Box 4, Grain Dealers Journal.

POSITION WANTED as manager of country elevator by experienced and capable young man; unmarried. Can give best of references. Address K. K., Box 4, Grain Dealers Journal.

POSITION WANTED:—As traveling solicitor, by experienced grain man. Iowa alone or Iowa and S. Dakota preferred. Address Iowa, Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED: — By all around grain man, as auditor, asst. mgr., or any good position. Employed. Write for particulars. Address, Austin, Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of country elevator by experienced and capable young married man; can give best of references. Address A. D. S., Box 5, care Grain Dealers Journal.

POSITION WANTED—In grain business by young man with plenty of energy, not afraid of work. Railroad clerk 4 yrs. Grocery business 4 yrs. Temperate habits, good references. Address Box 711, Horton, Kansas.

A WELL EDUCATED young man of 23 years wants steady position in grain elevator or hardware store. Can speak German and English. References first class. Address John Sterrenberg, Thompson, Ia.

SITUATION WANTED:—Am contemplating making a change about Jan. 1st. During the past five years have been manager for one of the largest grain elevators in Northern Indiana. Correspondence solicited. Address John G. Bauer, Valparaiso, Ind.

SITUATIONS WANTED.

SITUATION WANTED as manager of farmers elevator. Five years experience. Best of references. Address Worth, Box 4, Grain Dealers Journal.

SITUATION WANTED as manager of grain elevator or solicitor for grain firm; would put up time and experience against capital in grain enterprise; 5 yrs. exp. A-1 ref. Age 30; single. Address Moy, Box 3, Grain Dealers Journal, Chicago.

POSITION WANTED:—As manager of country elevator or line of elevators. Experienced in country and terminal markets. At present employed; want to make change. Address E. S. Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED:—By married man, as buyer and manager at a year-round station. Would buy interest later in good location; understand machinery, grading grain, billing local, also transit. Only consider central or south Kansas location. Address W. W. B., Box 3, Grain Dealers Journal, Chicago, Ill.

MACHINES WANTED.

USED MACHINERY WANTED. Do not let your unused grain elevator machinery rust out. Sell it and put the money to work. List it with us free of charge. If we send you a buyer, pay us \$1. Elevator Man's Exchange, New No. 28 S. Clinton St., 6th floor, Chicago, Ill.

INFORMATION FREE.

Readers desiring to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

SEEDS WANTED.

Common, German, Siberian, Hungarian and Japanese Millet, Buckwheat, Mustard and White Clover. J. Oliver Johnson, Chicago.

WANTED—Clover Seed—Any quality or condition; buck-horn lots a specialty; also Clover Tailings. Send fair average samples with bottom prices or ask for bids. C. C. Norton's Sons, Greenfield,

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Send us Chicago or New York exchange for \$2, and we will send you the weekly

HAY TRADE JOURNAL of Canajoharie, N. Y.

and the semi-monthly

GRAIN DEALERS JOURNAL of Chicago,

both for one year. Try the combination to-day. Address,

Grain Dealers Journal, 255 LA SALLE STREET, **Chicago, Ill.**

ENGINES FOR SALE.

GASOLINE engines for sale, 10 h.p. Temple Pump Co., 15th Place, Chicago.

FOR SALE—1-6 h.p. Gasoline engine; guaranteed to be in good first class condition. \$125.00. Address Box 4, Kelley, Ia.

FOR SALE—16x36 Corliss engine, and 175 H.P. horizontal tubular boiler, good for 150 lb. working pressure. Address, Peters & Edholm Co., Omaha, Neb.

For Sale, twenty (20) horse power Columbus Gas Engine in first class condition, used two (2) years. Cullman Wheel Co., 1024 East Greenwood Terrace, Chicago, Ill.

FOR SALE—30 h.p. Webster Gasoline Engine in running order; not large enough for our use. Can be seen at Wolfs, Ills. Address Kerstin & Smiley, Plainfield, Ill.

GASOLINE ENGINES FOR SALE.

- 50 H.P. Nash.
- 25 H.P. Columbus.
- 25 H.P. Fairbanks Morse.
- 22 H.P. Fairbanks Morse.
- 20 H.P. Ohio.
- 12 H.P. Fairbanks Morse.
- 6 H.P. Fairbanks Morse.
- 4 H.P. Fairbanks Morse.
- 3 H.P. International.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 62 West Monroe St., Chicago, Ill.

MISCELLANEOUS WANTED.

IF YOU want to buy, sell or exchange an elevator, write, wire or phone us. Tri-State Elevator Co., Hicksville, Ohio.

Wanted the present address of C. E. Fletcher, formerly of Royal, Ill. Have mail for him. Address C. I., Box 5, Grain Dealers Journal, Chicago, Ills.

WANTED—We have several buyers for elevators and lumber yards. Let us know what you have for sale. Write today. Potter-Davis & Co., Galesburg, Ill.

ADDRESS WANTED—Anyone knowing the present address of J. F. Duvall formerly of Champaign, Ill., will confer a favor by advising Grain Dealers Journal, Chicago, Ills.

WE ARE making a specialty of Buying, Selling and Exchanging Ohio, Indiana and Michigan Elevators. Let us know your wants. Address Tri-State Elevator Co., Hicksville, Ohio.

ADDRESS WANTED of V. P. Wayland, formerly of the Economic Construction Co., Chicago; and more recently located at Okmulgee, Okla. Address Anxious, Box 5, Grain Dealers Journal, Chicago, Ills.

WRITE US if you want to sell your elevator or want to buy. We have a large list of elevator bargains and also some good exchanges for elevators. Address Iowa Mill & Elevator Brokers, Independence, Iowa.

WANTED—Corn sheller and cleaner, 150 bu. per hour. Oats cleaner, 400 bu. per hour, and corn crusher. Will consider complete plant. Do not quote prices on a lot of worn-out junk. Address E. W. H. Box 5, Grain Dealers Journal, Chicago, Ill.

ENGINES AND BOILERS.

FOR SALE—CHEAP—80 HORSE POWER CORLISS engine and boiler and electric light plant. J. J. Nagle, Dubuque, Ia.

FOR SALE—THREE HORIZONTAL TUBULAR boilers, 60x14, in good condition. Can be seen under pressure at 76th & Wallace St., Chicago, Ill. Staver Carriage Co.

FOR SALE—Two boilers, 72x18; head ½ inch steel; shell, ¾ inch; flues 4-inch; 88 pounds pressure; made by Murray Iron Works Co. Address Rosenbaum Bros., 77 Board of Trade, Chicago, Ill.

REBUILT ENGINES AND BOILERS.

The cleanest and most thoroughly rebuilt, all our own and in stock. Not scattered everywhere and merely listed

ENGINES—CORLISS: 20x48" Wheelock, 20x42 Allis, 18x42 Hamilton, 16x42 Lane and Bodley, 14x36 Lane and Bodley, 14x24 Wright, 12x30 Allis, etc.

ENGINES—AUTOMATIC: 16x32 Buckeye, 15x14 Erie, 14½x16 Buckeye, 14½x14 Ball & Wopd, 13½x15 Taylor, 13x16 Erie, 12x14 Green, 12x12 N. Y. Safety, 10x10 Fisher, 9½x12 Leffel, 8x10 Allfree, etc.

ENGINES—THROTTLING: 18x24 Erie, 16x20 Chandler and Taylor, 16x18 Erie, 14x24 Atlas, 13x16 Chandler and Taylor, 14x14 Lewis Vertical, 10x16 Owens, Lane and Dyer, 10x12 Industrial, 9x12 Ajax, 8x12 Climax, 7x12 H. S. & G., 6x8 Clark, etc.

BOILERS—STATIONARY: 72x18 High Pressure, 72x18 Standard, 72x16, 66x16, 60x20, 60x16, 54x16, 54x14, 48x16, 48x14, 44x14, 40x12, 40x9, 36x16, 36x10, etc.

BOILERS—FIRE BOX: 80, 60, 40, 35, 30, 25, 20, 16, 12, 10 and 8 h. p., etc.

BOILERS—VERTICAL: 50, 40, 35, 30, 25, 20, 16, 12, 10, 8, 5, and 3 h. p., etc.

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PUMPS: All sizes, Single and Duplex.

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Sole manufacturers of the celebrated "LEADER" INJECTORS and JET PUMPS. Send for circular. THE RANDLE MACHINERY CO., 1748 Powers St., Cincinnati, O.

ENGINES WANTED.

WANTED—We are in the market for a 10 to 15 horse power 2nd hand gasoline engine in first-class condition. Kinsey Brothers, North Manchester, Ind.

GRAIN FOR SALE.

FOR SALE—Oats and corn in car lots. Ask for quotations. Buckland Milling Co., Buckland, Ohio.

FOR SALE—Wheat, Corn, Oats, and Kaffir Corn. Delivered prices made on request to any points in the United States Stevens-Scott Grain Co., Wichita, Kans.

FARMS FOR SALE.

FOR SALE—640 A. Brule County, So. Dak. improved farm—a bargain for A-1 land. Equal to Northern Ills., Iowa, Minn. & Neb. Write for full particulars. B. L. Figeley, Freeport, Illinois.

MISCELLANEOUS FOR SALE.

FOR SALE—One Abbott Check Punch, good condition, price \$10.00 at Cleveland. The Union Elevator Co., Cleveland, Ohio.

FOR SALE—No. 9 Invincible Grain Cleaning Separator, good as new. Can be seen in operation if call soon. Michigan Central Elevator Co., Joliet, Ill.

FOR SALE—Good Elevator Chop Roll, 12 x 16; cheap, all good condition; also a meal bolt. Emil Brunner, Hope, Kansas.

GRAIN TESTERS: Three sizes, one pint, one quart and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

FOR SALE: Two Standard Warehouse Corn Shellers, 300 to 500 and 500 to 700 bu. per hour. Bargains. Address B. S. CONSTANT CO., Bloomington, Ill.

ONE 10x20 Sinkers Davis. One 8x16 Atlas. One 12x24 Atlas. One No. 3 Invincible Clipper. One No. 4 Invincible Receiving Separator. Address J. A. Horn, Oklahoma City, Okla.

WE GUARANTEE OUR REBUILT PUMPS to be equal to new in efficiency and durability; pumps, compressors and engines repaired, bought, sold and exchanged. The Pump Shop, 170 N. Desplaines St., Chicago, Ill., Tel. Monroe 700.

FOR SALE:—All the elevator machinery and lumber from the large Western Elevator at Wabasha, Minn. Write us for what you want, as we will give the biggest bargains on the market. Address La Crosse Wrecking Co., La Crosse, Wis.

FOR SALE—Two Invincible Needle Screen Gravity Separators, \$100.00 each. Four H. A. Barnards No. 3 Dustless Elevator Separator, \$100.00 each;

One Clipper Grain Cleaner \$40.00; Three 1,000 bus. Fairbanks hopper scales with timbers, \$100.00 each. Lots of other bargains. Address La Crosse Wrecking Co., Wabasha, Minn.

FOR SALE OR TRADE—Mill shellers of different makes and sizes. One No. 7 Monitor oat clipper; elevator heads; boots, belts and legging; elevator supplies of all kinds, both new and second hand; gas and gasoline engines, 5 to 30 HP.; steam engines, 15 to 80 HP. Write me for prices on anything you want. I will try to save you money. Address, A. Van Camp, Decatur, Ind.

SECOND-HAND MACHINERY.

Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair High Alfrie, belt drive; 1-7"x15" Alfrie 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic 35 bu. cap; 1 No. 256 Monarch Magnetic, 50 bu. cap; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3-P, 1 No. 4 A, 1 No. 2-B Wilson Tubular; 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

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isn't worth advertising
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Want a Job?

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columns of the Grain Dealers Journal.

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SUNFLOWER SEED, WINTER OATS, CAR LOAD LOTS A SPECIALTY. EBERTS GRAIN CO., NABB, IND.

Northern Grown
Winter Wheat and Rye,
Timothy Seed and Early Ohio Potatoes.
N. J. Olsen Co., Moorhead, Minn.

FOR SALE:—Extra cleaned Dodder free, Alfalfa, White Clover and Dwarf Essex Rape, stored N. York for immediate shipment. Ask our special offers. Address, I. L. Radwaner, N. York representative of Liefmann's, Hamburg.

KAFFIR CORN, MILOMAIZE, CANE SEED. Write us for prices, bulk or even weight, sacked, re-cleaned if desired. F. O. B. Okla. City, Kansas City, St. Louis or Chicago. Immediate shipment. Address E. R. & D. C. KOLP, Okla. City, Okla.

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BUCKWHEAT GRAIN.
BUCKWHEAT FLOUR.
BUCKWHEAT GROATS.
FOR SALE BY
MINER-HILLARD MILLING CO.,
WILKES-BARRE, PA.

SCALES FOR SALE.

SCALES for elevators and mills; low est prices. Chicago Scale Co., Chicago.

FOR SALE: 14 Fairbanks and Howe hopper scales good as new, sizes 100 to 1,000 bu. Omaha Scale Co., 10th & Douglas St., Omaha, Nebr.

SCALES of all kinds repaired rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

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GRAIN BUSINESS and ground for sale, at the best grain station on the Alton in Missouri. Farmers anxious to have elevator. Address Opportunity 1, Box 3, Grain Dealers Journal, Chicago.

FOR SALE—Well established grain brokerage business, yielding net annual income of \$5,000 and over. Have valuable contracts. Account of death, will sell all or part interest. Address Mrs. J. F. Edwards, 216 Slaughter Bldg., Dallas, Texas.

Before you buy
Oklahoma Grain Elevator

Write to
WEATHERWAX & CO.
9 East Dewey, Sapulpa, Oklahoma

MILLS FOR SALE.

Half interest or whole of an up-to-date 75 bbl. mill for sale cheap. Mill in first-class running order and in good location. Address Lock Box 17, Walnut Grove, Minn.

200 BARREL FLOURING MILL. Will sell to highest bidder, sealed bids, Saturday, October 2nd. For complete information write Morton & Martin, Lewiston, Mont.

EASTERN NEBRASKA MILL FOR SALE—New, 150 bbl., steam power, best wheat country, fine shipping facilities and home trade. Forced to sell. Worth \$25,000. Price \$15,000. Balance long time. will lease. Address J. S. Ehrenberger, Schuyler, Nebr.

TWO HUNDRED AND FORTY BARREL MILL for sale. Elevator 50,000 bu. capacity in connection; water power; located in the Judith Basin, the greatest hard wheat country in the world; town of 4,500 inhabitants. If interested address Morton & Martin, Lewistown, Mont.

50-BBL. water and steam power grist mill for sale; up-to-date machinery, first class condition, both machinery and building, excellent location, good custom trade, plenty of wheat raised near mill. Property cost \$8,000; must be sacrificed and no reasonable offer will be refused; must be sold at once. NATIONAL INVESTMENT CO., 582 Brandeis Bldg., Omaha, Neb.

FOR SALE 400 barrel Spring Wheat Mill & Elevator in Minnesota. Strictly modern and up-to-date. Have long list of customers and mill running every day. Location in a city of 15,000 population. Three railroads. Will accept part cash and time paper from responsible parties for balance, or will make a trade for something we can handle. Address Minneapolis, Box 6, Grain Dealers Journal, Chicago.

BAGS FOR RENT.

GRAIN BAGS FOR RENT—From 100 to 50,000. For terms write Foell & Co., 123 Market street, St. Louis, Mo.

GRAIN WANTED.

QUOTE ME on all kinds of grain and feed. Isaie Laplante, Fall River, Mass.

We want to communicate with elevator operators who can furnish us with un-mixed Spring Wheat. Write immediately to Elkhart City Mills, Elkhart, Ind.

NEW WHEAT and oats of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Philadelphia, Pa.

We want Rye, Barley, Choice Red Oats, Cane and Millet Seed, Low Grade Wheat, Wheat Screenings, No. 3 or better White and Mixed Corn, and all varieties of Clover and Grass Seeds. Quote us and send samples. PITTMAN & HARRISON CO., Sherman, Texas.

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WE ARE DEALERS IN SEEDS
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CLARK'S CAR LOAD Grain Tables for Reducing Pounds to Bushels

SEVENTH EDITION REVISED AND ENLARGED.

7—32 lb. tables, 20,000 to 97,000 lbs.; 5—34 lb. tables, 20,000 to 74,000 lbs.; 7—48 lb. tables, 20,000 to 97,000 lbs.; 9—56 lb. tables, 20,000 to 118,000 lbs.; 9—60 lb. tables, 20,000 to 118,000 lbs.
Printed on linen folded paper, bound in leather, with marginal index. Price, \$2.50.

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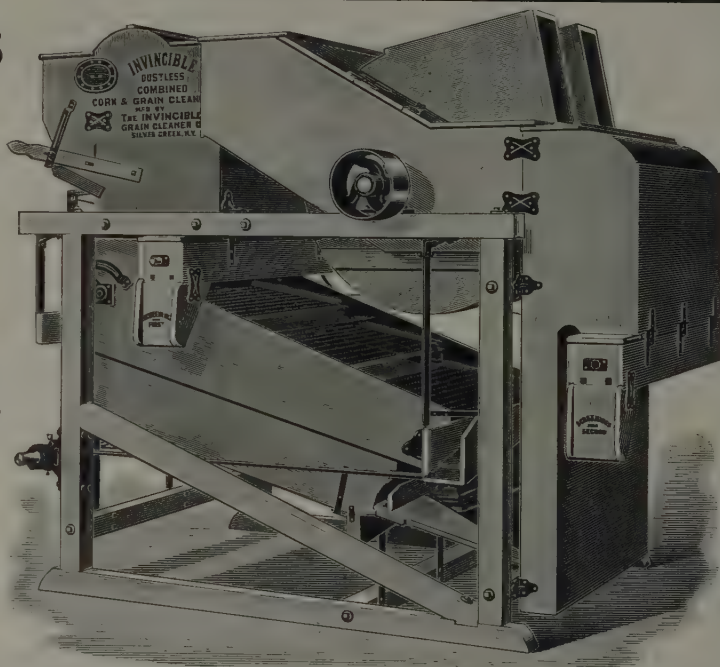
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Compound Shake, Dustless combined Corn and Grain Cleaner.

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Invincible in ability as well as name.



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GRAIN DEALERS' JOURNAL

Published on the

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by the

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CHARLES S. CLARK.

Manager.

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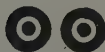
value of The Grain Dealers Journal as a medium for reaching the progressive grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms place your announcements in the leading Journal.

The rate for Advertisements in the "For Sale" and "Wanted" Departments is 15 cents per line for each insertion.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

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GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL. SEPTEMBER 10, 1909

PELLAGRA may be traced to moldy corn, but the danger of this disease can be greatly reduced if shippers will pick out bad ears before they reach the sheller.

WANTED—An explanation of why Western railroads are willing to pay one-half cent per bushel to Chicago elevators for placing grain in lake vessels—Many Shippers.

INCENDIARY FIRES in grain elevators are being reported with a frequency that warrants an earnest agitation for severe punishment for those found guilty of this heinous crime.

BROOM CORN has been rising by leaps recently. It jumped \$50 a day at Arcola recently, and some of the avaricious farmers of that section are predicting \$200 a ton as an early market price.

RANK INJUSTICE is cited in our department of "Seeds" this number, resulting from the wrongful quotation of a freight rate by a commercial agent of a railroad which put shipper to heavy loss. A rate of \$1 was quoted, while a rate of \$1.25 and \$1.90 was charged. Under the present law the shipper is left without recourse, yet the railroad competing for the business profited by the misquotation.

TAXING corporations promises to drive many of the smaller companies into partnerships. Many are already arranging for the change, and the larger corporations are preparing to fight the tax.

RATS will be exterminated if the call of the government is heeded. Few suffer more than country grain dealers, and they can assist in the campaign of extermination easily and to their own great profit.

BETTER elevator buildings and better equipment are being demanded by grain men everywhere, which is decidedly encouraging to the builder of strong, well arranged houses and the maker of good machinery.

SCOOPERS who get ahead of the receiver who makes a specialty of encouraging these fly-by-nights are few, but the number of elevator men who refuse to have any dealings with such receivers is ever on the increase.

THE 13TH ANNUAL Meeting of the Grain Dealers' National Ass'n will be held in Indianapolis, Ind., October 6, 7 and 8. Good speakers are assured, a large attendance is desired. All regular dealers are expected to be in attendance.

BOARD OF TRADE Inspection Departments do not select their inspectors as a result of anybody's pull, but solely on the basis of applicants' ability to classify grain as is clearly pointed out by New York's Inspector in Chief in this number.

THE PERSISTENCE of Eastern receivers in their opposition to the \$2 diversion charge levied by trunk lines, now promises to be rewarded by the abolition of this new form of extortion. Organized resistance of any unreasonable tax generally brings the needed relief.

SOME SECTIONS of the Pacific Coast are suffering greatly as the result of a grain bag famine, which may help to bring about the more general adoption of handling grain in bulk. The antiquated method is so expensive the wonder is that the trade can continue with it.

PREJUDICE led the National Baker's Ass'n into adopting a resolution at its recent convention against trading in options. If such a law is ever enforced the misguided bakers will protest against the quick changes in the price of flour and wonder what wheat is really worth.

OVER-LOADING of weak elevators has resulted in another collapse. Grain men who desire to fill every corner of their plants with grain should see to it that the house is designed by an expert elevator builder who understands every stress to which it is likely to be subjected. The strong house which can be depended upon to sustain any load is the only one a dealer can afford to invest in.

LEAKING IN TRANSIT reports in this number are more numerous than for some time past. Shippers who watch these reports will obtain valuable evidence to assist them in substantiating their claims for loss of grain in transit. Let us hear from you when you see cars leaking.

SOME SAMPLES of new winter wheat which have been carefully tested, disclosed 5% moisture in excess of normal, which would indicate that grain dealers who buy and hold, or even store for farmers new damp wheat, are very likely to suffer heavy loss as a result of evaporation.

JUDGING from the rapid decrease in the number of idle freight cars reported, and in the increasing number of new freight cars ordered by the railroad companies, a car famine is not an impossibility; hence, it behooves shippers to be careful about contracting grain for early delivery.

LINCOLN, NEBR., which is headquarters for a number of line elevator companies, proposes to organize a grain exchange and obtain continuous quotations. Like the dealers of Oklahoma City, they expect to build up a market to the mutual advantage of country shippers and themselves.

CONTRARY to our information published on page 244 of the last number of the Journal, Kentucky's pure food law was not put to a fair test in the case of Ohio County against W. H. Small & Co. A full explanation of the facts in the case is given in our department devoted to "Letters" this number.

SUFFOCATION of an elevator workman at Toledo, O., recently in a grain chute resulted in the coroner recommending that the mouth of each grain chute should be protected by iron gratings, a simple and reasonable requirement, with which, no doubt, every elevator owner will gladly comply.

LIGHTNING is credited with starting several more elevator fires in this number and with damaging other property. Some of the fires started by lightning have been extinguished in their incipency. Vigilant watchmen assisted by barrels of salt water have easily extinguished the small fires and saved much property.

ONE THING the progressive grain dealers of the country have learned quite well during recent years, is that a heavy concrete foundation, properly installed, is an economical investment. Specifications of many of the new elevators recently erected and now under construction, include concrete foundations and cement floor for basement, so that all grain spilled can be readily cleaned up and saved; and all moisture and rodents kept out.

HEAVY discounts do not often hurt the shipper who bot the grain right.

BUCKWHEAT reports published in this number do not give promise of a large crop.

THE Atlanta, Ga., Grain Dealers Ass'n is the latest inspection authority to adopt the uniform rules promulgated by the Grain Dealers National Ass'n. Next!

GARLIC is causing grief for wheat shippers of some new sections this year. It will pay to keep a sharp lookout for it and bid low for wheat containing it.

IF THE grain exchanges would be more careful as to whom they admit to membership and advertise more liberally their list of members, membership would have a greater value and shippers would be more careful to confine their dealings to exchange members.

WEST TENNESSEE has presented the trade with another heavy failure and large liabilities. The temptation to do a large business on a small margin of profit or even at a loss, seems to be irresistible so far as some dealers are concerned. Business methods of this character, however, invariably result in disaster, and nothing else can be expected.

IDAHO'S Grain Commission authorized by the last legislature, is seeking to justify its establishment by claiming to have found grain scales which were weighing as much as 40 lbs. against the farmer. The services of a scale inspector who knows his business, is always a profitable investment for the country grain buyer. Scales will not keep in condition of their own accord.

THE ELEVATOR leg which has a few buckets missing, cannot be expected to elevate its full quota of grain; hence it will require more power, time and patience to handle the same amount of grain through the house than would otherwise be required. Legs well equipped with buckets and belts properly adjusted, help business along and make the work of everyone about the house easier and obviates waiting by farmers.

BLEACHED FLOUR has attracted the attention and won the dislike of the managers of the United States Agricultural Department with the result that several car loads have been confiscated; principally, because of the deception practiced. No doubt, an effort could be made to place purified oats in the same class, but such action would appear to be somewhat inconsistent, in view of the fact that the agricultural officials recommend the use of formaldehyde to overcome the smut on oats, and the use of bisulphide of carbon to exterminate insects infesting grain. In either case an improvement results, and the use of these chemicals merits encouragement.

IF OFF GRADES were always discounted as heavily at country stations as they are at terminal markets country buyers' books would oftener have a balance on the right side of the ledger at the close of the year.

EVERY GRAIN shipper will commend the excellent recommendations for amendments to the Interstate Commerce law, which are published elsewhere in this number. These recommendations made by Mr. Daish, who has given years of study to the law and practice before the Commission would go far toward insuring justice to all interests.

ELEVATOR LEGS which dump part of their loads down the back leg, are not properly constructed. It may be necessary to continue re-elevating grain until it is all worn out before getting it into the turn head or distributing spout. Some of the elevator heads put up by barn builders are really wonders, even to their own builders, and the elevator man who is not a close observer, never discovers the deficiency.

WIRE TAPPERS at Pittsburg and Philadelphia and employees of the Western Union Telegraph Company, who have been surreptitiously supplying quotations to bucket-shop keepers are now explaining their breach of trust in the Courts. Loyalty does not seem to be very strong with many employees of the Telegraph Company; hence it is but natural that the bucket-shop keepers could easily buy the information desired.

THE ELEVATOR companies of South Dakota, co-operating with the Farmers' Institute Board of Brookings, have inaugurated a new plan for supplying choice seed wheat to farmers. Every effort will be made to select the grain best suited to the needs of the locality, and in this way help the farmer to a larger yield and improved quality. Reduction in the number of varieties will enable the farmers better to understand the good and poorer characteristics of the grain cultivated, and facilitate the grading of grain brot to market.

THE WIDE variation in the test weight of winter wheat has set the millers to making test runs in hope of determining the flour value of wheat of the different tests. In some sections wheat that weighs 58 lbs. or over to the measured bushel, is estimated to be worth the full market value; 57 lbs. 1c off the market; 56 lbs. 3c off the market; 55 lbs. 5c; 54 lbs. 10c off. In view of the fact that the new crop is testing all the way from 51 to 63 lbs. it would seem very risky for grain buyers to buy wheat of low test, except at heavy discount. Some are cleaning all wheat before weighing it. Screenings and dirt are turned back to the farmer, and the clean grain is bot by test.

CORN CULTIVATION is being encouraged in Illinois by making November 5th Corn Day in the public schools and asking every boy who has taken an interest in the cultivation of corn, to exhibit ten ears of white and ten ears of yellow corn. County prizes are expected to draw out good exhibits, and it is hoped in this way to accumulate many good samples for exhibition at the State Fair and later at the National Corn Show. Such competition should help to arouse an interest among country boys and result in the improvement of the State's leading cereal. The plan has not been copyrighted and can be used in any other State.

MEETING OF GRAIN EXCHANGE MEMBERS.

Next week at Chicago will be held what promises to be the largest gathering of Grain Exchange members ever held in this country. As is outlined by the program, published elsewhere in this number, the meeting is for the purpose of discussing problems of direct interest to the Exchanges, and no doubt, much good to the entire grain trade will result. While entertainment and good cheer is to form the larger part of the program, still there is a real work for the Exchange members to do.

That good fellowship will abound is certain, and the men of different markets will become better acquainted one with another than ever before. Acquaintance breeds confidence; confidence begets business; hence all those who attend will profit directly as well as help to promote the common interests of all identified with the trade and especially exchange members.

THE FIFTH ELEVATOR.

The building of extensions of railroads in the Northwest has revived that threadworn question of, how many elevators are needed at a station to handle the grain marketed. Some ambitious and persistent dealers who have been refused sites on railroad right of way have simply built houses on their own land and applied for a side track, to be again refused by the railroad company.

If the railroad companies would require each applicant for an elevator site on its right of way to agree to keep elevator open, and a man in charge each business day of the year, fewer sites would be applied for, and the number of elevators would seldom exceed the actual needs of the station. The grain man would be much better off because the amount of capital tied up in elevator property only to be kept in idleness nine months of the year would be reduced to a minimum. The railroad companies would profit by having less of their rights of way encumbered with elevator property and the movement of

grain would be spread out. Farmers, knowing that all the elevators at each station would be opened the year round, would be more disposed to market their grain as suited their own convenience.

CONSIGNMENTS TO NON-MEMBERS LOST.

Shippers who exercise no care in selecting a receiver have again paid the penalty of such folly, and a man traveling under the name of John R. White has disappeared from St. Joseph, Mo., with about \$5,000 of the shippers' money. Swindling operations of this character by non-members of Exchanges in organized markets are to be expected. To start with, the non-member is so badly handicapped that he cannot compete with the members and make a living, and shippers who consign their grain or hay to such non-member share in all of his disadvantages.

As a rule, the man who attempts to do business in an organized market without becoming a member of the Exchange, generally intends to profit by wrong doing, in as much as he does not join the Exchange, he is not amenable to the rules and regulations of the organization; hence, handles shipments as suits his own interests and without any regard for the rights of the shippers.

The John R. White Commission Co. was in business at St. Joseph scarcely a month, yet shippers were caught for about \$5,000 worth of grain and hay which was sacrificed on the local market. It is reasonable to suppose that no shipper who reads his trade paper has been caught by the swindling operations of Mr. White, but, of course, those who "have not time to read," now pay dearly for the privilege. We trust that the experience of those who have given their grain and hay to the White Commission Co., will serve to prove a warning to our readers.

WILL DEDUCT FOR NATURAL SHRINKAGE.

Natural shrinkage is to be given a new lease of life, all Western roads having given notice that beginning Oct. 1, they will deduct one-quarter of one per cent on corn and one-eighth of one per cent on other grain and flaxseed, to allow for natural shrinkage in the adjustment of claims for loss in transit. While it would not be possible for the railroads to defend such dockage, should the matter ever get into the courts, still the deduction is so small, few shippers will care to contest it.

The Illinois law specifically provides that carriers must deliver at destination all grain received, and the common law requires as much of them; hence, should shippers who suffer loss of grain in transit feel disposed to contest the deduction they would, no doubt, win. The shrinkage which occurs in transit as the result

of evaporation, is not a known quantity, and is not always the same. In fact, grain frequently absorbs moisture as it approaches seaports, and gains instead of loses weight.

If the carriers will keep the deduction at one-quarter and one-eighth of one per cent, shippers seeking the settlement of shortage claims will not be likely to enter protest, but should the deduction be increased, shippers will oppose the deduction just as vigorously as before, because they know that the action of the railroads is indefensible. As yet no carrier or its agents has successfully justified any deduction from the shippers claim for loss in transit.

FREE STORAGE CONDEMNED.

We feel certain that grain dealers everywhere will be much interested, amused and instructed by the admission and convictions of grain dealers, whose letters on Free Storage are published elsewhere in this number. No doubt, their line of trade is encumbered with many unreasonable, burdensome customs and practices which have gained standing through the over-time influence of that big bugbear, competition.

Some of our correspondents make quite pointed remarks against the objectionable practice, and be it to the credit of many, they have taken it upon themselves to discontinue granting storage, free or otherwise. Free storage for thirty or sixty days should be discouraged everywhere. As a rule, the dealer stands for a shrinkage, because the grain is generally brought green right from the thrasher and he pays for the insurance, in addition to giving up storage room which he provided for the accommodation of his own business.

Dealers who grant free storage, encourage farmers to hold their grain, and often against the interests of both. The farmer, who has grain stored with an elevator man, invariably suspects him of taking advantage of his possession of the grain to bid lower for it than anyone else. Many elevators are now full of oats owned by farmers, and the elevator men have not room enough left to handle their own business. To grain elevator operators who have contracted grain for future delivery, such condition, combined with the promised car famine is anything but pleasant. However, the dealers are themselves to blame for granting free storage and free money. It is gratifying to note that none of our correspondents have a word to say in defense of the practice, and the general expression would indicate that everyone, who is now granting free storage would be pleased to stop storing grain for anyone at any price.

We want the Grain Dealers Journal. It is of value to us and the best trade medium of its kind.—A. Johns, Jr.

Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

N. Y. C. & St. L. 11252 passed thru Kirkpatrick, Ind., Sept. 8, going east, leaking corn over the drawbar.—F. Evans.

Grand Trunk 11042, leaking yellow corn at side where it had been patched before loading arrived at Correctionville, Ia., Sept. 6; leaking very badly; put sack in leak, but car was sidetracked for repairs.—John F. Burns.

C. & N. W. 76994, leaking yellow corn over draw bar on one end while sidetracked at Pesotum, Ill., Sept. 6; helped crew patch it up best we could.—Kleiss & Gilles.

C. & N. W. 37132, leaking white corn all over at Correctionville, Ia., Sept. 6; not fit to load ear corn in; fixed best I could, but did very little good; doubt if any corn left in it at destination; train made short stop, so could do little.—John F. Burns.

P. C. C. & St. L. 534694 passed thru Berwick, Ill., Sept. 6, leaking wheat at side of door and end of car; had been patched with burlap with board nailed over both places, but was still leaking.—W. M. Simmons.

C. & N. W. 71610, loaded with yellow corn, has been on side track at Ashton, Ill., since Sept. 4, if not longer; one end door open, other not sealed; leaking at open door; our man fixed it up so as to stop leak.—L. J. & R. W. Jeter.

N. P. 32836, sidetracked at Twin Valley, Minn., Sept. 3, leaking wheat badly over trucks in floor; a very bad leak.—H. Vehle, agt. Thorpe Eltr. Co.

M. C. 42505 passed thru Oakwood, Ill., Sept. 3, leaking white corn at side half way between door and end of car.—E. A. Fox, agt. for B. B. Minor.

C. B. & Q. 31220 going south at Mounds, Okla., Sept. 1, was leaking wheat at side half way between end of car and door.—R. L. Barton.

Frisco 123220 going south at Mounds, Okla., Sept. 1, leaking wheat at side half way between end of car and door.—R. L. Barton.

Erie 73185 passed thru Sullivan, Ill., Sept. 1, on C. & M. I., leaking white corn badly at drawbar.—Sullivan Elevator Co.

C. & A. 17671, south bound, on C. R. I. & P., passed thru Sloan, Ia., Aug. 31, leaking oats at door post.—F. L. Lustik.

C. & N. W. 70138 loaded with barley, leaking corner, passed thru Dike, Ia., Aug. 30. Fixed best I could for what time I had.—Edward Dreyer, Agt. Independent Gr. & Lbr. Co.

M. K. & T. 10143 south bound, loaded with oats and leaking badly, passed thru Clinton, Mo., Aug. 26.—W. H. Hurley.

C. St. P. M. & O. 24054 loaded with wheat, badly jammed and still leaking some at Tama, Ia., Aug. 26. Car had been nailed up and fixed with hay, but still leaked.—O. P. Beale & Co.

Grand Trunk 10067 passed thru Potterville, Mich., Aug. 24, east bound, leaking oats at grain doors on both sides of car.—C. L. Bowdish.

The Updike Milling Co. of Omaha will file in the U. S. court at Des Moines Sept. 28 suit against the government to determine whether bleaching of flour by millers is a violation of the pure food laws. This will be in the nature of a test case and is considered one of the most important ever brot, as on its outcome depends practically the entire white flour industry of this country and will affect not only domestic trade, but an enormous export business. Some time ago the Updike Co. shipped bleached flour to Iowa points. These shipments were confiscated by government inspectors on the ground that the manufacturers had not only violated the pure food law, but the ruling of the interstate commerce commission on shipment of alleged adulterated foods.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Reddick, Ill., Sept. 2.—Farmers' granaries all full of oats; nothing sold except what they couldn't keep at home in bins.—B. E. Rich.

Mt. Auburn, Ill., Sept. 8.—The corn crop in the northern part of Christian county is at least 10 bu. per acre less than last year.—Nat'l Eltr. Co., per C. T. T.

Stillman Valley, Ill., Sept. 8.—Corn looking fine; will need three weeks' warm weather to mature; oats nearly all threshed, average 40 bus., and are good weight; much better than last year.—F. H. Griggs.

Decatur, Ill., Aug. 30.—Well developed, well ripened white corn almost dry enough for shipping has been received by H. I. Baldwin. It came from Mt. Zion, where new corn was delivered last year on Oct. 15, considered an early date, that will be beaten this year by about two weeks. The crop seldom ripens as early as it is ripening this year.

INDIANA.

Union City, Ind., Sept. 7.—The corn crop will be the largest in years and the acreage is very large. An average wheat acreage will be sown.—S. D. Mead.

Indianapolis, Ind., Sept. 6.—The corn crop promises to be the largest for several years, a few more weeks of maturing weather will make it safe against frost. The early corn is scoring high, which is said to be an indication that the soils of Indiana are not wearing out. Farmers were storing their wheat with a view of improving its quality. However, railroad officials say shippers are besieging them for transportation facilities almost up to their full capacity. The fifty-sixth annual State fair is being held in this city this week. There is a variety of grain exhibited and the quality is excellent. Frosts have been reported from Allen and Newton counties. Little damage is noticeable except in Newton county, where the buckwheat suffered materially.—F.

IOWA.

Burt, Ia., Sept. 5.—Oats are a light yield but good quality and weigh well. Corn needs two more weeks of good weather to be out of danger of frost.—F. W. Albee, agt.—Western Eltr. Co.

Malvern, Ia., Sept. 7.—An abundance of rain during the last few days has come too late to do the corn much good. Farmers in this lot of oats consider the crop damaged 35 to 40%.—E. L. Donner.

McCallsburg, Ia., Sept. 9.—Movement of grain is light as farmers are expecting higher prices in near future. Corn crop will be cut short some by dry weather; quality will be good if no frost before 20th.—P. C. Hanson & Son.

Corwith, Ia., Sept. 2.—Oats threshing about finished here; crop averaged 30 bus. per acre of good quality, testing 30 to 33 lbs. per bu. Corn is very good and with two weeks more of good weather will be well matured. Oats movement heavy for a short crop.—A. J. Doidge, mgr. Eltr. Moore Bros.

Correctionville, Ia., Sept. 6.—Movement of new crop light at present, owing to uncertainty about the new corn crop; but as we had a good shower last week, which has helped the corn, I look for a good movement of oats when stack threshing begins. Majority of the corn is out of the way of the frost. We had a light frost on the eve of Sept. 4 that did no damage.—John F. Burns, agt. Trans-Mississippi Grain Co.

Burlington, Ia., Sept. 6.—We had an average crop of winter wheat and a good quality, nearly all of it grades No. 2; oats was a fair crop and graded very well; corn crop very spotted, some fields very good, some very poor, too wet in June and too dry in Aug.; will be about 60% of a good crop; wheat moved freely in July, but farmers are holding for \$1 and nothing doing; old corn all gone; oats moving very slowly.—R. A. Lomax, Burlington, Ia.

Ireton, Ia., Aug. 30.—Threshing is progressing well, but farmers are hesitating to market grain at prevailing prices, so but little is offered. Small grain is a short crop, but mostly of very good quality. Corn is slightly damaged by dry weather, but we expect an average crop.—Perry Eltr. Co.

KANSAS.

Lebanon, Kan., Sept. 8.—Corn poor and badly burned, will only make ¼ crop. Wheat is moving slow, as farmers want \$1; then it would move freely.—Lebanon Mill & Eltr. Co.

KENTUCKY.

Frankfort, Ky.—Crop report issued by the Kentucky Commissioner of Agriculture indicates no material change. Corn condition, 86; against 88 in Aug., and 75 last Oct. Wheat and oats, quality fair. Yield per acre, wheat, 11 bus., and oats, 25. Wheat crop a trifling over 1,000,000 and oat crop less than 4,000,000.

MICHIGAN.

Standish, Mich., Sept. 2.—We had a very severe frost night of Sept. 1, cutting the beans, corn and potatoes in bad shape; some fields are total loss.—C. F. Hall.

Detroit, Mich., Sept. 8.—Altho considerable wheat has been marketed since the harvesting we find it very hard to get sufficient stocks. It is hard to say just where the grain has gone and there is an impression hereabouts that farmers are withholding their grain in the hopes of securing higher prices.—W. E. Heames & Co., B.

Saginaw, Mich.—The pea crop in this part of the state proves to be below normal this year. The prospects for the bean crop are reasonably good, and better in this part than in the western part of the state. A drop in the price of beans as soon as the crop is harvested would not come unexpected.—W. H. Grennell, Grennell Seed Co.

Lansing, Mich., Sept. 7.—Average estimated yield of wheat in southern counties is 20, in central counties 17, in northern counties 16, in upper peninsula 19 and in the state 18 bus. per acre. Quality compared with an average of 90 per cent in the southern counties is 96, in central and northern counties 94; in upper peninsula 91; and in state, 95. Estimated average yield of oats in the state and southern counties is 29, in central counties and upper peninsula 30, and in the northern counties 26 bus. per acre. Quality of oats compared with an average per cent in the state, southern, central and northern counties is 91 and in the upper peninsula 92. Estimated average yield of rye in the state, southern, central and northern counties is 15 and in the upper peninsula 23 bus. per acre. In several of the counties correspondents report considerable damage to corn and beans by frost, Aug. 20, and again at latter part of month. Condition of corn compared with an average per cent in the state is 86, in southern counties 87, in the central and northern 83 and in the upper peninsula 94.—Frederick C. Martindale, sec'y of state.

MISSOURI.

Eolia, Mo., Sept. 3.—Our grain is about all in, except where farmers are holding for higher prices.—M. W. Henry, mgr. Eolia Eltr. Co.

Columbia, Mo., Sept. 4.—The continued and widespread drouth which has prevailed thruout Missouri since our August report was issued has doomed to disappointment all who had hopes for a bumper yield of corn such as was promised thirty days ago. In limited sections, especially where drouth followed by this season has overtaken the crop and in almost every county in the state the promised yield has been materially decreased. With sufficient rains thruout August the yield of corn would have been second only to that of 1902. Many correspondents report corn cutting well under way and in the worst drouth stricken sections feeding has commenced. The present condition of corn for the entire state is 66%, compared with 88% last month with 72% in September of last year or 78.5% for the ten-year average for September, but there will be no corn famine in Missouri this year. The drouth of the year the September report showed the condition of corn to be only 27%, which makes the present report look good by comparison, especially when it is remembered that this year corn crop figures around 7,800,000 acres. The average estimated yield of wheat for the entire state is 15.2 bus. per acre, and of oats with 10.7 bus. last year. Last year with the total yield of 20,684,819 bus. it will be seen that the Missouri wheat crop is considerably above the average. The probable acreage of land seeded to wheat this fall bids fair to be considerably less than last year owing

ing to the fact that plowing has been stopped in many places and where the ground has been plowed it is difficult to put it in condition owing to extreme dry weather prevailing. The estimated average yield of oats for the entire state is 26.6 bus. per acre, compared with 16 bus. last year when the yield for the entire state was 11,901,440 bus. Missouri has seldom made a crop of oat crop about the size of last season. Rye, barley and flax are not generally grown thruout the state, only a comparatively small number of correspondents reporting on the yield, which is: rye, 13.3; barley, 21.9; flaxseed, 9.6 bus.—Geo. B. Ellis, sec'y Missouri State Board of Agriculture.

NEBRASKA.

Touhy, Neb., Aug. 26.—Shock threshing is all done. Dry weather is cutting the yield of corn fast.—W. C. Haglin, agt. Nebraska Eltr. Co.

Tecumseh, Neb., Sept. 6.—Wheat good yield, good acreage, but some short of last year; corn difficult to estimate; some fields have prospect of 40 bus., others alongside 4 to 5; raining at this date.—W. S. Bouton.

Agnew, Neb., Aug. 30.—Corn crop cut about half on account of dry weather. Wheat and oats are about all threshed in this neighborhood. Wheat averaged about 20 bus. to acre and is of good quality.—J. W. Addison, mgr. Neb. Eltr. Co.

Rosalie, Neb., Sept. 3.—Shock threshing is about finished, but more stacking was done this year than last. The yield of winter wheat is about 12 bus. per acre; spring wheat, 10; oats, 25; barley, 20. Corn looks good. If we don't get frost too early we will have a good crop in this vicinity.—Peter Christensen, agt. McCauli-Webster Eltr. Co.

Rosalie, Neb.—We have had rain every day for a week now, but too late to do corn any good unless it would be some of the late corn. Corn did not suffer for rain here and we will have a good yield. Shock threshing is over and farmers report a good yield in all but barley, that ran from 15 to 25 bus. Oats ran from 35 to 50 bus., and winter wheat about 20 to 22.—M. H. Osborne, agt. Holmquist Grn. & Lbr. Co.

Steele City, Neb., Sept. 1.—Wheat is a good average crop of fair No. 3. Hard wheat not moving much here now; farmers holding. Corn damaged about 50% by hot, dry weather in August. Shipments will be light this fall and winter, as farmers believe that prices will be higher. Too dry to plow for wheat and acreage will be cut a quarter to an eighth unless we have rain soon.—A. H. Phelps, prop. Steele City Eltr.

Lincoln, Neb.—Deputy Labor Commissioner Maupin has compiled a report of acreage of Nebraska crops for 1909, showing an increase with but two exceptions, winter wheat and oats. Acreage of corn this year is 6,461,080; winter wheat, 2,305,538; spring wheat, 248,359; oats, 2,353,584, and alfalfa, 612,650 acres, compared to 6,339,019 acres of corn; winter wheat, 2,342,508; spring wheat, 203,102; oats, 2,353,839 and alfalfa 547,557 acres in 1908.

NEW YORK.

Buffalo, N. Y., Sept. 4.—The season seems to be against the maturity of state corn. It was first dry, so that the corn did not come on fast and now, since the rains are here it is so cold that many sections have already been struck by frost. As a rule the state buckwheat crop, in which New York usually leads, has not done well. It was so warm and dry during its growing period that the straw is small and now the frosts are here to make it hard for any of it to mature.—J. C.

NORTH DAKOTA.

Wilton, N. D., Sept. 8.—Wheat about Wilton will yield from 9 to 20 bus. per acre and grade from No. 1 to No. 3.—Wilton Eltr. Co.

Braddock, N. D., Aug. 27.—Harvest is completed and threshing will begin in a few days.—F. L. Griffith, agt. Minn. & Western Grain Co.

Sheneyne, N. D., Aug. 31.—Received our first load of wheat here today. It grades No. 2 Northern. Yield seems to be fairly good.—P. A. Peterson, mgr. Farmers Eltr. Co.

Mantador, N. D., Sept. 6.—Grain is coming to market rather slowly. Farmers are waiting in their granaries all they have room for waiting for higher prices. Reports of blue-stem wht. yields are about 18 bus. per acre so far; Dur., 15; oats from 30 to 40; barley, 35; flax, 15. Blue stem is somewhat smutty.—W. T. Benz, agt. Osborne-McMillan Eltr. Co.

OHIO.

Bowling Green, O., Sept. 1.—Large acreage of corn, but account drouth a portion has been fired and yield will not exceed last year's, which fell below average. About 25 per cent of the oats and wheat have been marketed. Wheat yield was very small and oats did not run out as many bus, as was expected—about 30 to 35 per acre.—Royce & Coon Grain Co.

OKLAHOMA.

Nowata, Okla., Sept. 1.—Corn crop damage 50 per cent.—S.

Oologah, Okla., Sept. 1.—Corn crop damage this vicinity 50 per cent.—S.

Inola, Okla., Sept. 8.—We have half a crop of good corn.—W. L. Harris.

Fay, Okla., Sept. 1.—Have only had a few small showers since October; fair crop for this place; 150 cars corn; damage about 75 per cent.—S.

Geary, Okla., Sept. 1.—Corn crop estimated damage around here 40 per cent.—S. Watonga, Okla., Sept. 1.—Expect about 40 per cent crop here this year.—S.

Chickasha, Okla., Sept. 1.—Washita Valley, a strip east of here, noted as fine corn country, corn crop damage about 50 per cent which, with increased acreage, may signify 75 per cent.—S.

Cheyenne, Okla., Sept. 1.—On good many farms only 1 stalk in 12 has ear of corn on it. Country averages about 35 bus. to acre, estimated about 3 weeks ago it would not make 1 bu. to the acre. Kafir and broom corn doing fairly well.—S.

Navina, Okla., Sept. 6.—Ten per cent more wheat will be put out this year than last; wheat made about 12 bus. per acre this year; corn badly damaged by drouth; probably will make 12 to 15 bus. to the acre; very light and chaffy.—Cavanaugh Bros.

Guthrie, Okla.—On Aug. 25 the growing condition of corn was 55.7%; compared with 64.4% last month and 73.6% same time last year. The growing condition of broomcorn on Aug. 25 was 49.1% compared with 74.0 last month and 75.8 on this date last year. On the same date the growing condition of kafir corn was 55.7%, compared with 81.5 a year ago. The growing condition of milo maize was 65.4; compared with 83.4 last year. All crops have suffered from the extreme drought and intense heat. The greatest damage to corn appears to have been accomplished during the month ending July 25, when the condition dropped 25.6%; compared with but 8.7 during the last 30 days.—Chas. F. Barrett, sec'y Okla. State Bd. of Agri.

Enid, Okla., Sept. 6.—Quite recently we have had rains thruout the state. They came too late, however, to do our corn any good, but will be of much benefit to the farmers in the way of preparing their ground for fall sowing. While these rains have been quite general over the state, yet they have not yet been sufficient to warrant the increase in acreage of wheat which we will have, provided we get necessary moisture in time. With favorable conditions the increase will be 25% over last year. There is no doubt that the Association is responsible for this increase, as we have agitated it at all of our district meetings which have been held. Our last annual meeting, and up to the present time ten of those district meetings have been held. Our corn has been damaged fully sixty per cent, and our prediction is that we will not raise to exceed 75,000,000 bus. in Oklahoma this season.—C. F. Prouty, sec'y Oklahoma Grain Dealers Assn.

PENNSYLVANIA.

Philadelphia, Pa., Sept. 4.—All grain crops thruout Pennsylvania except oats are below the average yield; reason, too much dry weather. Wheat, corn, buckwheat, barley and hay show yet decline, and rye is normal. The Schuylkill valley has been hard hit, meadows brown, remains of standing corn almost dried up, pasture poor, grass dried up, farmers feeding hay and bran. Corn crop not worth cutting, and water scarce and low.—S. R. E.

SOUTH DAKOTA.

Clear Lake, S. D., Sept. 2.—Crops looking good, threshing commenced. Barley poor, but wheat and oats are a good crop, timothy light. Corn fairly good.—N. M. Good.

Grover, S. D., Sept. 1.—Crop estimated as bumper doesn't seem to turn out so at this point. Threshing in full blast, weather excellent. Spring wheat is best crop, quality grading from No. 1 to No. 2, and averaging from 15 to 20 bus. per acre. Durum wheat nothing better than No. 2 and range from 15 to 18 bus. Barley rather poor quality ranging from feed to choice milling and averaging from 12 to 20 bus. Oats good

quality, best for years, average from 40 to 50 bus. Not much grain moving to market, farmers appearing to hold back for higher prices.—R. A. Ziebarth, agt. The Northwestern Elev. Co.

TEXAS.

Byers, Tex., Aug. 26.—Corn here tho cut short somewhat by dry weather will run between 30 and 40 bus. to the acre. Acreage almost double that of last year.—W. H. Dowlen & Sons.

UTAH.

Catch Junction, Utah, Aug. 22.—Only two-thirds of a crop this year.—J. H. Barker, Jr.

An Estimate of the Corn Crop.

Chicago, Ill.—The corn prospect on Aug. 28 was for a probable total yield for 1903 of 2,409,000,000 bus. Of this total the prospect for Ohio was 130,237,000 bus.; Indiana, 184,500,000; Illinois, 339,375,000; Iowa, 267,610,000; Nebraska, 167,416,000; Kansas, 112,240,000; Missouri, 173,906,000; Oklahoma, 78,700,000. The Texas decline in Aug. was more than any possible increase in the rest of the corn belt. Iowa has not a bumper crop. I believe Iowa and Western Illinois will ship corn to Missouri and Kansas for feed. Nebraska will need most of its crop of corn. Indiana, Ohio and Eastern Illinois will ship their corn east. I believe that the government's final estimate of this year's corn crop will be around 2,500,000,000 bus.—Geo. H. Phillips.

BUCKWHEAT CROP REPORTS.

Indiana, Pa.—A large acreage of buckwheat in this vicinity this season will yield an average crop or better. Have had some light frosts, but have not done any damage yet.—Herrick & Wilson.

Fairchild, Wis., Sept. 7.—The prospect for buckwheat in this vicinity promises only about a third of a crop. Hot, dry weather and a hard freeze just about fixed it. No buckwheat yet in market; acreage less than last year.—N. C. Foster.

Plainwell, Mich., Sept. 8.—As far as we can learn buckwheat in Michigan bids fair to be a good crop except in some sections north, where the frost has damaged it considerably. Acreage is up to the average or better.—J. F. Easley Mfg. Co.

Berlin, Wis., Sept. 7.—We have newspaper reports of quite heavy frosts that may affect the buckwheat crop, but are not yet advised to what extent. Will know the situation better in a week or 10 days more. It is a little too early now.—Stillman Wright & Co.

Benton, Pa., Sept. 8.—Buckwheat acreage 5% larger than last year; conditions 25% poorer due to dry weather, and the early frost we had this week has hurt some of it on the low lands, but most of the acreage is on hills.—John J. Mather, prop. Benton Roller Mills.

Wilkes-Barre, Pa., Sept. 8.—Acreage of buckwheat in this section of Pennsylvania is about the same as last year, but we have had such an extraordinary drought—still unbroken—and it has so affected the crops that we do not expect a large yield as we had a year ago.—Cyrus S. Weiss, Miner-Hillard Mfg. Co.

Kitzmillier, Md., Sept. 8.—As far as we have been informed prospects for the new buckwheat crop in this district are not flattering on account of the very dry weather we have been having. While some fields are very good, plenty others are not worth cutting. As a whole we doubt if buckwheat will be much better than half a crop.—Rafter Mill Co.

Prattsburgh, N. Y., Sept. 8.—Buckwheat acreage is about the same as a year ago, but the crop will be a great deal shorter than last year. Dry weather has cut it so it will not be half a crop and frost in some sections killed the grain; looks like higher prices than a year ago. We have about 50 tons of buckwheat flour ready for shipment.

W. L. Drew, Prattsburgh Roller Mills.

Cohocton, N. Y., Sept. 8.—From the best information we can get we should say that the buckwheat crop in the United States is from 60 to 70% of an average crop. It was exceptionally dry during July and August and many of the reports during the past week indicate that frosts have added to the damage already sustained by the drought. Perhaps our estimate of the crop is too large.—Pres. Larrowe Mfg. Co.

Janesville, Wis., Sept. 7.—During August buckwheat advanced in condition in some localities and deteriorated in others. Where they had rains the crop improved; where drouth continued the crop slipped back. On the first of August we figured the crop

was 73% of perfect; by the end of the month it had declined two points. Since the first of September the reports we have received from all sections of the buckwheat territory indicate serious damage by frosts. We think present prospects do not indicate a crop of over 60% normal. Reports this year show more uneven conditions than usual in the different parts of the buckwheat area. Old buckwheat is fairly well cleaned out of the country.—The Blodgett Milling Co.

GOVERNMENT CROP REPORT.

Washington, D. C., Sept. 8.—The United States Department of Agriculture estimates the average condition of corn on Sept. 1 as 74.6; compared with 84.4 last month, 79.4 on Sept. 1, 1908, 80.2 on Sept. 1, 1907, and 80.6, the ten-year average on Sept. 1. Comparisons for important corn states follow:

States.	Condition.			
	Sept. 1, 1909.	Aug. 1, 1909.	Sept. 1, 1908.	10-Year Avg.
Illinois	84	91	72	83
Iowa	79	85	80	82
Texas	55	60	85	74
Missouri	68	87	72	79
Nebraska	68	93	82	75
Kansas	57	90	72	72
Oklahoma	47	63	78	78
Indiana	91	94	69	84
Georgia	88	90	84	84
Ohio	87	90	82	83
Kentucky	83	87	80	83
Tennessee	73	78	84	81
Alabama	76	78	84	82
N. Carolina	79	78	84	83
Arkansas	65	76	80	78
Miss.	69	69	87	78
Louisiana	87	88	86	80
S. Carolina	82	84	81	78
Dakota	90	92	83	82
Virginia	75	77	89	87

U. S. 74.6 84.4 79.4 80.6

Spring wheat condition when harvested was 83.6, compared with 91.6 last month, 77.6 when harvested in 1908, 77.1 in 1907, and a ten-year average when harvested of 76.9. Comparisons for important spring wheat states follow:

States.	Condition.			
	Sept. 1, 1909.	Aug. 1, 1909.	Sept. 1, 1908.	10-Year Avg.
N. Dakota	85	93	75	74
Minnesota	92	92	81	76
S. Dakota	88	92	83	78
Wash.	90	90	55	84

U. S. 88.6 91.6 77.6 76.9

Barley condition when harvested was 80.5; against 85.4 last month, 81.2 when harvested in 1908, 78.5 in 1907, and a ten-year average when harvested of 83.7.

Oat condition when harvested was 83.8, against 85.5 last month, 69.7 when harvested in 1908, 65.5 in 1907, and a ten-year average when harvested of 79.8. Comparisons for important oat states follow:

States.	Condition.			
	Sept. 1, 1909.	Aug. 1, 1909.	Sept. 1, 1908.	10-Year Avg.
Illinois	90	90	55	78
Iowa	80	81	65	76
Minnesota	91	89	65	82
Nebraska	74	80	69	74
Wisconsin	89	84	83	85
Indiana	83	92	56	79
Ohio	84	91	65	84
N. Dakota	88	92	72	80
S. Dakota	87	91	75	87
Michigan	78	81	82	85
New York	78	80	86	88
Penn.	76	79	81	84
Kansas	83	88	68	86

U. S. 83.8 85.5 69.7 79.8

The rye area harvested is 0.5 per cent less than last year. The preliminary estimate of yield per acre is 16.0 bus., against 16.4 bus. last year, 16.4 bus. in 1907, and a ten-year average of 15.8. The indicated total production is 31,066,000, against 31,851,000 finally estimated in 1908, and 31,566,000 in 1907. The quality of the crop is 92.9, against 92.7 last year.

Buckwheat condition on Sept. 1 was 81.1, against 86.3 last month, 87.3 on Sept. 1, 1908, 77.4 in 1907, and a ten-year average on Sept. 1 of 86.4.

Flaxseed condition Sept. 1 was 83.9, against 92.7 last month, 82.5 on Sept. 1, 1908, 85.4 in 1907, and a six-year average on Sept. 1 of 86.2.

Hay yield per acre is 1.41 tons, compared with 1.52 as finally estimated in 1908, 1.45 tons in 1907, and a ten-year average of 1.43 tons. A total production of 43,166,000 tons is thus indicated, as compared with 70,798,000 finally estimated in 1908. The average quality is 93.0, against 94.5 last year.

Letters

From Dealers

[Here is the grain dealers forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

NO PULL UNDER BOARD OF TRADE INSPECTION.

Grain Dealers Journal: In reply to T. F. Flood's communication published in the Journal of Aug. 25, page 241, stating why he could not hold his position as chief inspector in Omaha, I would say he does not tell us why he did not hold his position in Chicago.

As to his sweeping charges against all Board of Trade inspection I would say they are false as to New York. No deputy in this department was ever appointed by any pull or influence. Ability is the only consideration.

Mr. Flood's knowledge or experience of Board of Trade inspection evidently must be very limited or he would not make so broad a statement.—G. H. K. White, inspector in chief, Produce Exchange, New York, N. Y.

APPEAL FROM DECISION UNDER PURE FOOD LAW OF KENTUCKY.

Grain Dealers Journal: We observe in the Journal for Aug. 25, page 244, the decision of the circuit court of Ohio County, Kentucky, against W. H. Small & Co., which is correct, but would say that the case is up for rehearing, and that we have not paid the \$100 fine and do not intend to do so without making a considerably further fight, for the reason that all the circumstances and conditions governing it are entirely unjust.

The facts are that the merchant, Allen, of Ohio County, the actual buyer of the feed, brought no case. He also failed to pay his bill for this article as well as several others sold him, and it was not until he was threatened with suit that he arranged with the alleged farmer "Doctor" W. M. Warden, an itinerant horse doctor, who, as the Ohio County records will show, has regularly alternated with the merchant Allen in bringing suits and being a witness, each for the other, for apparent personal gain.

While the alleged farmer doctor W. M. Warden testified that his hog would not eat the feed the merchant Allen, who is really a lively stable keeper, testified that his cows and horses did eat it.

The state based its complaint on a sample taken from a sack in the hands of Warden and it should be borne in mind that Warden had the sack open on his premises an indefinite length of time. The statutes of Kentucky provide that a sample for analysis must be taken while the goods are in possession of the merchant and be a sample from at least 10 per cent of the goods. The statutes were not complied with and on the strength of this our attorney advised us not to give any testimony.

No sample of the goods in the hands of the merchant Allen was ever taken and no complaint was made by Warden until 3 or 4 months after the goods had been shipped to Allen and were still unpaid for. Meanwhile the balance of the

goods had been consumed by the original merchant, Allen, and we were at the mercy of the analysis taken from a single sack under which no jury of intelligent citizens ever would have brot a verdict against us.

The judge of the Ohio County Court had never tried a case of this nature, and rather than make any mistakes he allowed the verdict to stand and the court of appeals in its decision absolutely ignored the pleadings of the attorneys when citing the statutes governing the taking of samples. This is not the final decision of the courts of the state of Kentucky.—W. H. Small & Co., Evansville, Ind.

Why Elevator Legs Fail.

BY J. B. FORRIST.

An elevator leg is composed of but a few elements. Its functions are simple.

If any of the elements fail to work in harmony with the others, or are out of proportion, or lack symmetry, it is obviously impossible for the leg to perform its functions except in a lame, halting manner.

One of the elements is buckets. Suppose to illustrate they are the well known Salem buckets, which for certain purposes, when conditions are favorable, are almost perfectly designed. It is impossible for them to fill and discharge to anything approximating their maximum capacity, unless the head pulley, belt speed, and spacing, are designed in harmony with the form of these buckets.

Of what advantage is it then for a grain elevator man to buy Salem buckets if he handicaps them by environment? He absolutely prevents them from working to their maximum capacity, by installing them on the "hit or miss" principle.

It might be possible in some instances, that the use of a much inferior bucket, one that is imperfectly designed, would "hit" conditions and produce better results than the "Salem" when "missing" them.

This is true of each element in the construction of an elevator leg.

It is trite to say, that in machinery, the elemental parts must work in harmony. It is true to state that they do not so work in the subject here discussed—an elevator leg.

An inquirer in the Grain Dealers Journal some months ago, giving data, wished to know how far apart he should space his cups on the belt.

Designers, contractors and manufactur-

ers replied. The answers were amusing and grotesque. No two were alike. Some figures were double those of others. I wonder if the inquirer was enlightened?

Had he studied and reflected, he might have known that they could not supply the information. They could guess—and did. They could give no reasons for their figures. It would have been impossible.

An elevator leg is a machine. Its operations are mechanical. When these inexorable facts are fully recognized and openly acknowledged and confronted (as they must be), and not till then, may any substantial improvements in its structure be expected.

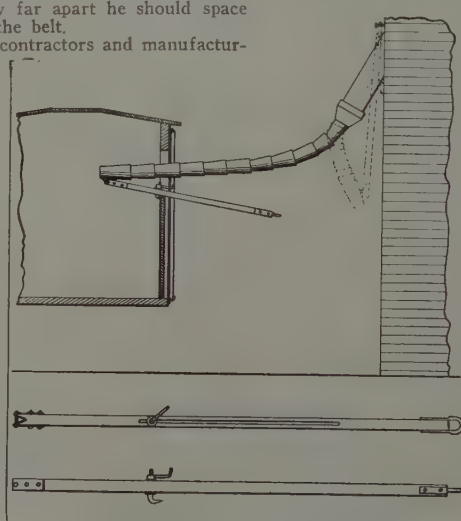
Lever for Flexible Spouts.

The lever illustrated in the engraving herewith is designed to give the operator perfect control over the discharge thru the flexible loading spout without the necessity of his entering the car three to five times to change the position of the spout. It saves tying the nozzle up to the roof of the car.

In order to put the device into use it is only necessary to fasten the end to the handle on the nozzle, thrust it within the car, and let the lever rest on the car door. The hook shown in the engraving engages the top of the grain door and affords a fulcrum for the lever. It can also be adjusted longitudinally of the bar to fill the far or near portions of the car. The engraving herewith shows a side view of the hook in lever; above the slot in which the hook is adjusted. The lever in use holding a flexible spout in position and the dotted line showing the lever and spout hung up out of use.

Simply by tying a rope in the loop at the outer end of the lever and fastening it to a spike or staple in the side of the elevator one can go about his other business and come back and readjust lever and nozzle to fill another portion of the car.

When the car is filled the spout is contracted telescopically and hung up against the side of the elevator by engaging the loop on the outer end of the lever over a hook or spike on the side of the elevator and it is then out of the way, ready to be used when wanted for filling the next car. Further information will be furnished promptly upon application to the manufacturers, Stelter & Sweet.



Shifting Lever for Loading Spouts.

Assembly of Grain Exchanges

Upon invitation of the Chicago Board of Trade, many members of the Grain Exchanges of this country will meet in Chicago Sept. 17th and 18th. While this calling together of exchange members from different sections of the country is intended, primarily, to promote the cause of uniform methods, the cause of good fellowship among members of the trade will be given a boost, something like that given at St. Louis, June 5th.



The program so far as arranged is as follows:

PROGRAM.

Friday, Sept. 17th.

10:00 a. m. Informal meeting on Change.
2:30 p. m. Business meeting in Princess Theatre.

The following subjects will be discussed:
1. The importance of maintaining by all Exchanges a high standard of business methods and integrity on the part of their members.

2. Harmony and co-operation among Grain Exchanges in all questions pertaining to the best interests of the Grain Trade.

(a) Suggestions as to the best methods to insure same.

(b) Benefits to be derived from annual meetings of Exchanges.

3. Inspection of grain.

(a) Value of uniform rules for grading grain in all markets.

(b) Should federal inspection be encouraged?

4. Should margins be required as security on purchases and sales of cash grain for future delivery; and, if so, should the Exchanges co-operate in framing rules to that end?

5. Discussion of miscellaneous subjects.

6:30 p. m. Banquet at The New La Salle Hotel.

Saturday, Sept. 18th.

10:00 a. m. Informal meeting on Change.

1:30 p. m. Automobile trip through Chicago's Park System, arriving at Bismarck Garden at 6:00 p. m.

8:30 p. m. American Music Hall. (Special program.) Stag affair.

Hon. Joseph G. Cannon, Speaker of the House of Representatives, has accepted an invitation to deliver an address at the banquet tendered by the Board of Trade to out of town members of the assembly of Grain Exchanges, Friday evening, Sept. 17th. Ex-President W. S.

Jackson made a personal visit to Danville to invite Mr. Cannon. The committee is arranging for several other speakers of prominence for the banquet.

Among the Grain Exchanges which have already elected representatives to attend the assembly, are the Baltimore Chamber of Commerce, Boston Chamber of Commerce, Buffalo Corn Exchange, Duluth Board of Trade, Kansas City Board of Trade, Memphis Merchants' Exchange, Minneapolis Chamber of Commerce, New Orleans Board of Trade, Omaha Grain Exchange, Peoria Board of Trade, St. Louis Merchants Exchange, Toledo Produce Exchange.

Death of George F. Reed.

George F. Reed, a member of the Boston Chamber of Commerce since its organization, and one of the city's heaviest grain exporters, died of heart disease at his home in Wellesley Hills, Aug. 24, aged 46. He is survived by a widow and two children.

Mr. Reed was born in Roxbury, Mass., and early in life entered the flour business. In 1882 he went into business with his father under the firm name of D. K. Reed & Son, domestic and export grain dealers. He became the head of the firm about ten years ago, and operated under his own name. He was an active worker in the interests of the port of Boston, and as he represented a large number of western firms, among them the Milwaukee Elevator Co., the Delmar Elevator Co. of Minneapolis, and the Armour Grain Co., Frank G. Ely, and Rosenbaum Bros. of Chicago, he had an opportunity to turn many thousands of bushels of grain to Boston that would otherwise have gone out from other ports.

In 1908 Mr. Reed was instrumental in interesting grain dealers in Greece and Italy in durum, familiarly known as "macaroni wheat," and in the two following years four full cargoes of this wheat were shipped from Boston; the first, 145,000 bus., went out Feb. 1, 1906, to Catina, Italy. Larger shipments to both Italy and Greece followed, running up to 195,000 bus. in a single cargo, all made by Mr. Reed.

His interests were more than local. He was a member of the Chicago Board of Trade, the New York Produce Exchange and the Grain Dealers National Ass'n. In addition to his large business interests he found time for other affairs. He was a member of the Boston Art Club and the Appalachian Mountain Club. He was frequently chosen as a delegate of the Boston Chamber of Commerce to conventions or to other places where a fluent speaker of broad knowledge and sound judgment was needed to represent the organization. His uprightness and integrity won him many friends and his varied interests make his loss keenly felt.

Suspension of import duty on maize until June 1, 1910, has been decided on by the senate of Finland, on the advice of the Agricultural Ass'n.

The Culberson amendment to the urgent deficiency bill, providing for the extension of time in which claims against the government for refund of stamps affixed to export drafts shall be filed, to Dec. 1, 1909, has been adopted by congress. In view of this it would appear advisable that all shippers who have not filed preliminary claims should do so in order to make collection as early as possible.

Track Storage Charge on Oats at New York Upheld.

The Interstate Commerce Commission has decided against the F. M. Turnbull Co. in its complaint against the track storage charge on oats by the Erie Railroad Co. at New York City.

The Erie road on complaint by the New York Hay Exchange to the Commission lowered its rates on hay and oats to the same basis, being \$1 per car per day for the two days after the first two days' free time, and \$2 per day for each succeeding day. The Turnbull Co. alleged that the difference in the method of handling hay and oats made it unreasonable to charge the same on both commodities.

Oats are bagged and weighed in the car after arrival. A car averages 606 bags, and each bag is weighed separately. Complainant sells in carload lots to jobbers, who in turn sell to consumers in carload and less-than-carload lots. The unloading is performed by complainant and the trucking to consumers by the jobbers. Complainant takes on the average about three days to unload cars, this depending entirely upon the number of trucks operated by the jobbers and upon the distance the oats have to be carted. Under the most favorable conditions a carload of oats can be unloaded in six hours. The jobber is given three days to load and cart away the oats and after that time, it is asserted, he is charged with car service by the defendant at the rate of \$1 per day. While complainant performs the unloading service, nevertheless it is paid for by the jobber.

Sellers of track-storage grain compete with elevators, from which grain can be taken without track-storage charges being assessed. It is alleged, however, that better grain can be purchased from the track than from the elevator, on account of the mixture of the grain in the elevator. The jobber, rather than the actual shipper, uses the car as a warehouse. Complainant gives the jobber seventy-two hours to take the oats away, while the carrier gives complainant only forty-eight hours, and complainant contends that if he charges the jobber anything for track storage it tends to divert his business to the elevator.

One of the principal reasons urged by the hay dealers in charging that the track-storage charges were unreasonable was that they billed their shipments "lighterage free" (which means that shipments are billed to the New Jersey terminals and there reconsigned to whatever yards desired in Manhattan Borough), and that they were compelled to consume some of the free time at the Jersey City terminal. As above indicated, complainant ships almost entirely direct to the yards of the defendant at Twenty-eighth street, and the oats are sold before they arrive at that destination.

Commissioner Clements said: We must keep in mind that cars are primarily for transportation and not for storage or warehouse purposes, and that the public as well as the carriers are vitally interested in the prompt release of cars. We do not find that the charges complained of or the rules governing the same are unreasonable, and it follows that reparation must be denied and the complaint dismissed.

I cannot get along out here without the Grain Dealers Journal.—Theo. Terburne, Western Lbr. & Grn. Co., Moore, Mont.

Free Storage

Free storage of grain and advancing money to farmers without interest are two evils that have been forced upon the trade by competition. These practices have been so harmful to both dealer and farmer that they have been discontinued in many localities. The experience and opinions of many dealers on free storage are given herewith. Most of them condemn the practice.

Princeton, Ill.—Our practice is 30 days free; after that $\frac{1}{2}$ c per bu.—J. M. Ennis.

Sheller, Ill.—We do not give the farmer any free storage.—Sheller Grn. & Elevator Co.

Gays, Ill.—My charge is $\frac{1}{4}$ of 1 per cent per month or fraction thereof; I never advance any money.—A. W. Treat.

Decatur, Ill.—We do not store grain for the farmers at our elevators in Sadorus and Ivesdale, Ill.—Baldwin Elevator Co.

Loxa, Ill.—We never store grain for farmers, either for long or short time, as we consider our room of more profit to us.—J. O. Linder, per P. L.

McCall, Ill.—We do not store any farmer's grain in eltr. We have tried to get some grain at $\frac{1}{2}$ c per bu. and farmer keep up insurance.—W. C. Craig.

Mineral, Ill.—As a rule do not charge storage for oats; it almost always makes money for us. We do not advance money on grain without interest.—E. J. Ely & Co.

Clay City, Ill.—We have not granted free storage for grain for several years. We quit the practice because we found it unprofitable and unsatisfactory.—C. D. Duff.

Pleasant Plains, Ill.—We do not store grain for anybody and very seldom advance money on grain but never did charge any interest.—The Richland Farmers' Elevator Co.

Berwick, Ill.—I began buying grain in 1901 and never have stored any grain and don't entertain any proposition for storing; simply tell farmers I store no grain.—W. M. Simmons.

Fairdale, Ill.—We store 30 days free; $\frac{1}{2}$ c a month or fraction thereof thereafter; often advance money without interest; do not like the storage business.—Stanbury & Woodard.

Shirley, Ill.—The custom of this locality is to give 30 days free storage and charge 1c per month or fraction thereof after the first 30 days. I think it a very poor custom.—J. L. Douglass.

Middletown, Ill.—We do not store grain at all without charging for same after the first 30 days and charge interest on all money advanced for full time at 7 per cent.—Hugh A. Binns.

Brownstown, Ill.—We do not furnish free storage for grain, and discourage storing grain as our eltr. is small; charge $\frac{1}{2}$ c per month per bu. when we accept grain for storage.—Griffith Bros. Co.

Mt. Morris, Ill.—We give 30 days if sold within that period; if not $\frac{1}{2}$ c per month is charged from date taken in; would rather not store any grain; we do not advance money on grain.—Wingert & Clevidence.

Humrick, Ill.—We do not store any grain at this point now. We quit, it was a bad practice. We are also getting away from the practice of advancing money as fast as possible.—J. A. Kendall, agt. National Elevator Co.

Big Rock, Ill.—At this station we give farmer first 30 days free; thereafter $\frac{1}{2}$ c per month and to be sold inside 12 months. Very seldom that we are asked to advance money on contracts.—A. R. Jones, agt. Neola Elevator Co.

Belleville, Ill.—We do not grant free storage to farmers. Farmers in our territory have their own storage bins on their farms. We would surely not store any grain for farmers except at so much rental per bu.—Crown Mills Co.

Pinckneyville, Ill.—It never has been our custom to grant free storage on grain; think the practice not good business. We are not aware that any of our neighbors give this sort of accommodation.—Pinckneyville Milling Co.

Lane, Ill.—I grant free storage for 30 days; thereafter charge $\frac{1}{2}$ c per bu. per month. Advance money for a short time at no interest, but for 30 days and after charge 7 per cent. I do not approve of either method customary here.—E. Hartsock.

Malta, Ill.—Thirty days free storage is granted farmers; after that $\frac{1}{2}$ c per month or part of month. Very little advances made on grain in storage without interest. Should he want \$25 or \$50 he usually gets it if a regular customer.—J. C. Pierce.

Nelson, Ill.—We cut out storing grain for farmers about a year ago as too much dissatisfaction arose between buyer and seller; as to advancing money on grain we do advance small amounts without charging interest.—H. C. Reed, mgr., S. C. Bartlett Co.

Danvers, Ill.—Our practice is free storage for 30 days and $\frac{1}{2}$ c per bu. monthly thereafter. Interest is charged on money advanced. We consider it a disadvantage to the grain dealer to grant free storage privileges.—Danvers Farmers Elevator Co.

Beason, Ill.—I don't store grain free; it is a bad business proposition and creates dissatisfaction. When I store they pay $\frac{1}{2}$ c per month and I insure same. All grain men I know in this section take notes bearing interest from date till paid.—John H. Harman.

Oneida, Ill.—We give 60 days free and charge 2c to carry to May. In some instances we have to store free "till the second coming of Christ" to meet competition. Only remedy we see is legislation preventing storing for the public.—L. B. DeForest & Co.

Bethany, Ill.—Custom this station is 30 days free, $\frac{1}{2}$ c per month or fraction if on corn; $\frac{1}{4}$ c per bu. on oats. Our custom is to charge interest on advances until grain is delivered to cover advances. Don't think there is much benefit to the grain company that takes grain on deposit, as it causes some dissatisfaction when company charges storage. Our custom is to exact the storage charge, for when the grain is delivered it is understood that way.—Bethany Grain Co., per Walker.

Port Byron, Ill.—I do not grant free storage for grain; is not granted by others here to my knowledge. I think free storage for 30 days and storage of $\frac{1}{2}$ c per month thereafter a poor policy. Elevator people should not furnish bins for the farmer.—R. E. P.

Windsor, Ill.—We do not allow farmers to store any grain with us as we used to do this kind of business and found it was unsatisfactory all around; we do advance some little money without interest but very little and only for short time.—Windsor Grn. Co.

Catlin, Ill.—We do not grant free storage to anyone and have not stored any grain for several years. We think it bad policy to build storeroom for the farmers. We advance some money without interest but generally have a note with 7 per cent.—O. C. Benson.

Hennepin, Ill.—We store grain 30 days without charge, after that $\frac{1}{2}$ c per bu. per month until sold. I think it would be better to have grain sold when delivered. We advance money to farmers on grain, after it is contracted, at 6 per cent.—J. S. Simpson, agt. Turner-Hudnut Co.

Mahomet, Ill.—Yes, we give free storage for any length of time farmer desires and give them all the money they want without interest on same; do not think it good policy, but have to do this to keep pace with competitors. This practice began in Champaign.—Wm. Wykle.

Shelbyville, Ill.—Free storage not practiced here. Ordinarily we buy only for prompt and 10 days delivery, advancing money seldom and without interest only to good parties. In our opinion storage of farmers' grain in dealers' elevators is not the best for the grain trade.—Root & Westerwelt.

Perdueville, Ill.—Customary here to store grain 60 days free; after that $\frac{1}{2}$ c per bu. per month. We think storing of grain should be discouraged. Is a relic of olden times and should be stored away in the world's garret among the discarded odds and ends of ages gone.—Perdue Elevator Co.

Stonington, Ill.—We never store grain free or any other way. We always take a note with interest when letting money out; and tell the farmer that we aim to pay him all his grain is worth when he delivers it and therefore can not afford to let him have money for nothing.—Stonington Farmers Grain Co.

Homer, Ill.—Have been in business here since April, 1901, and have done no storing on any terms, neither does my competitor, Mr. Fred Rose, and have no disposition to change my way of doing business in this particular. I have always considered it a very unsatisfactory business.—J. M. Current & Co.

Germantown, Ill.—We are not storing grain for farmers, neither at our elevator, mill, nor at any of our shipping stations. Such is not the custom here, nor the loaning of sacks. We think wherever such is customary it will be badly abused and therefore better not have it.—Hanover Star Mfg. Co.

Lanton, Ill.—We give free storage for 30 days, thereafter charging $\frac{1}{2}$ c per bu. per month or fraction thereof. When we advance money for any length of time we charge 7 per cent. I think it a bad practice to store grain; it takes up room and in case of car shortage puts dealer to great disadvantage handling the grain of the farmer who wants to sell.—T. C. Kearney, mgr. Bailey Bros. & Kearney.

Neoga, Ill.—Very little grain stored free for any length of time or stored in any way, but would store it for $\frac{1}{2}$ ¢ per month per bu. and advance 75 per cent of value at 7 per cent. We do not encourage storing of grain by our farmers, but would give 30 days free storage if customer so desired.—F. D. Voris.

Glenavon, Ill.—We give 30 days free storage, after that period charging $\frac{1}{2}$ ¢ per bu. per month. Question of advantage of free storage for short time is a broad one; in brief my answer is that it is an advantage. We do not advance money on grain without interest.—F. M. Grout, asst mgr., Glenavon Grain & Merc. Co.

Leverett, Ill.—Custom here is that if grain is sold within 60 days from date received no storage is charged; if not sold in that time charge is $\frac{1}{2}$ ¢ per month after the first 30 days. Would much rather not store at all but let the farmer keep his grain on the farm until he is ready to sell. Not much call for money in advance at present.—A. J. Flatt.

Pocahontas, Ill.—We refuse to store any grain for anybody but ourselves. In our opinion it is a step toward teaching the farmer to speculate—bad. If the farmer wants to store his grain he should have a granary of his own and sell at different times during the year; thus he will obtain a better average price than selling it at one time.—Union Roller Milling Co.

Barnes, Ill.—Custom here is to store oats 30 days, free and charge is made thereafter; do not store corn at all. Storing grain free is against the interests of any grain dealer. Storage should be charged from time grain is put in, as it is necessary to have same insured all the time. We advance no money without interest.—T. J. Hanley.

Bristol, Ill.—Has been custom for 40 years at this station to store grain. Some have charged $\frac{1}{2}$ ¢ a month after 30 days, some store free. I can see no advantage to me in storing and none for the farmer. I lose in shrinkage to a considerable extent and there is more or less trouble about the rate of charge. Am not in favor of storing at all.—Geo. Elliott.

Casner, Ill.—We don't think anything of the practice at all. This is the first year we ever stored anything for our customers. Have about 4,000 bu. stored; they were good customers and had no bin room. We allowed 30 days free and $\frac{1}{2}$ ¢ all after that. We feel, as buyers of grain, we should not do it at all, under any conditions.—Chapman Bros. & Wilson.

Cushman, Ill.—We quit free storage 3 years ago; no grain goes into our house unless it is bought. Free storage was a great disadvantage. Your elevator becomes full of somebody else's grain with no room for your own. We advance some money on grain, 30 days without interest; after that we charge 7 per cent until paid.—Geo. L. Lindsay, Sullivan Elevator Co.

Davis Junction, Ill.—The dealer who stores grain free of charge and advances money on the same basis not only suffers a pecuniary loss but also loses prestige with his customers who will question the reasonableness of "giving something for nothing." The conclusion arrived at by the farmer, in 9 cases out of 10, is not favorable to the dealer. This, with the abuses it leads to, certainly make it an objectionable practice; we charge $\frac{1}{2}$ ¢ for storage after 30 days.—George Terveen, agt. Neola Eltr. Co.

New Lennox, Ill.—I store grain free for 60 days when in good condition but for no longer period, not even if customer is willing to pay storage; storage is a nuisance to the dealer and on an average is a damage to the farmer; sometimes I advance a little money without interest but have discouraged the practice until there is very little call for it now.—H. N. Dickinson.

Putnam, Ill.—It has been my practice to give free storage 60 days, charging thereafter $\frac{1}{2}$ of 1 per cent per bu. per month or part of month. I can't see where there is any advantage in giving free storage, but on the other hand it is money out, as there is considerable shrinkage on grain held in store. When we advance money to farmers we usually charge interest.—O. P. Carroll.

Mt. Auburn, Ill.—We have not stored any grain at this station for over 5 years as we cannot see any advantage to the grain dealer in doing this. He must stand the waste and shrinkage and many times is loaded with storage grain when cars are scarce and cannot handle the contracted grain. Our patrons do not ask for storage. We do not make a practice of advancing money.—National Eltr. Co.

Creston, Ill.—We store grain for one month free if sold within the month but if not charge $\frac{1}{2}$ ¢ for that month and each month thereafter. Do not make a practice of paying out money on stored grain without interest unless very small amounts. Do not believe in free storage as it only means more speculation for the dealers and what's more if all made a charge there would be complaint from the farmers.—Dickinson & Lewis.

Griggsville, Ill.—We do but little free storage business and in justice to ourselves ought not to do any. According with our rules we store wheat and if sold within 30 days no storage is charged; if not sold in that period we charge 1¢ per month for 3 months and after that $\frac{1}{2}$ ¢ per month. Under these rules we ordinarily buy most of the grain before the 30 days have expired. On money advanced we charge interest. I can't see any advantage to us, but it satisfies some peculiar customers who have to be handled with gloves.—Pike Milling Co.

Forrest, Ill.—The grain business is a cash article and as there is nothing free in this world save the air we breathe therefore how could anyone handle grain free and run the risk of the market? Even if you should charge for storage you do not know how much to charge. In my opinion it is speculating on some one else's money or grain; if I want to speculate I would not handle a lot of grain for nothing and accommodate the farmers just to have something to do. Buy an article and sell it at a profit is my motto.—Healy Grain Co., per M. P. Kerrins, mgr.

Broadlands, Ill.—We do not store grain for farmer except in unusual cases. Extend to our customers every courtesy we can consistently but do not store either free or with charges. I do not think it a good thing to do as sometimes you may not be paying quite the same as your competitors and that is usually the time your customer wants to settle. Have but little call to advance money here. Occasionally customer wants small accommodation for few days but if any amount we feel this business belongs to the banks, if good, and if not we have no money to burn.—A. M. Kenney, mgr. for Paul Kuhn & Co.

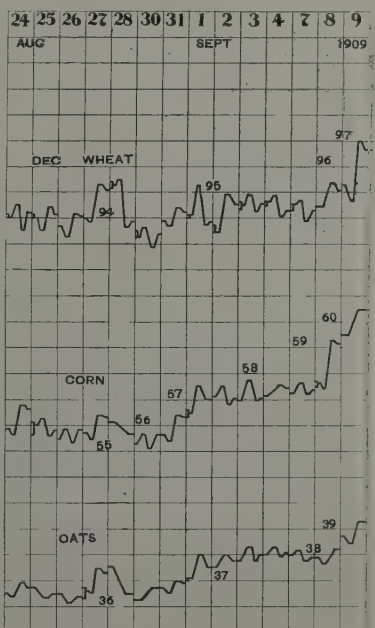
Cherry Point, Ill.—Custom here is 30 days free storage; thereafter 1¢ per bu. per month on corn and $\frac{1}{2}$ ¢ on oats. In my opinion storing grain is not the thing to do; would be more satisfactory for grain dealer to cut out storage altogether and in a short time the farmer would look at it as we do. We have always advanced money without interest, but we have a limit, of course. As to charging interest it would be no more than a business way to do.—Claude Turner, Agt. Nat'l Elevator Co.

Nebo, Ill.—Never have made practice of free storage. When we receive grain for storage (which is seldom) the storage charge of 1¢ per bu. per month or fraction thereof begins day following finish of delivery. If free storage were granted most elevators would be full of stored wheat and the elevator man would be compelled to put the wheat on the market; or elevator would be so full he could not handle the grain. I see no advantage whatever to grain dealer in having free storage. We advance some money on grain charging 7 per cent.—Elmore & Lemmon, per F. A. Robinson.

Auburn, Ill.—Have long since abandoned giving free storage but we do occasionally allow customer to deliver some grain before he sells it. We further have abandoned the storage idea for the reason that if it is going to pay to store grain we can and do at times use all the storage capacity we have. Our experience has been that we never made any money by storing grain for the farmer but one year we remember of having to pay 10¢ per bu. more than the grain was worth when taken in. We not only lost in the price but had the shrinkage to take in addition.—Auburn Roller Milling Co.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the December delivery at Chicago for two weeks prior to Sept. 10 are given on the chart herewith:



Feedstuffs

Detection of ground peanut shells or ground corn cobs in feed warrants buyer or dealer making prompt report to the nearest state feed inspector.

The first National Alfalfa Products Show will be held Sept. 20-25 at Wichita, Kan., in an immense and unique bungalow built of baled alfalfa. The exhibits will include the best machinery for making alfalfa meal, and quantities of the famous alfalfa meal from various sections of the country prepared in a variety of ways. The annual meeting of the National Alfalfa Millers' Ass'n will be held the same week.

State Feed Inspector J. W. Carson, of Texas, has just completed investigations of Texas mill products in the Texas Central towns and is beginning work on the Gulf, Colorado & Santa Fe. Prof. Carson is connected with the Agricultural and Mechanical College. "Adulteration," says Prof. Carson, "once rather prevalent, especially in bran and chops, practically is a thing of the past, the mill products, as a rule, being free of manipulation and standard as to purity." He found it necessary to look after short weights in flour and corn meal, to some extent, and ordered some of the mills, under penalty, to add from half a pound to a pound to their sacks. In some cases short weights were found to occur from failure to clean off scale platforms.

Dr. H. E. Stallings, Georgia state chemist, in a state bulletin recently issued, makes the following report: "The improvement in concentrated commercial feedingstuffs in Georgia since the law went into effect has been phenomenal. Practically no feed is being offered for sale with a protein content below 10 per cent, while before this law was enforced many were being offered that contained only from 5 to 6 per cent protein. A large percentage of oat hulls, rice hulls and corn cobs were being used as adulterants, to cheapen many of these feeds. We are making every effort to stop this form of adulteration and we have been very successful in eliminating these forms of adulterants. Very few violations were found this year, and when adulterated feeds were discovered they were immediately stopped from sale."

An illustration of the circuitous route by which certain products reach the retail distributor of them is found in the complaint of a feed dealer who became involved with the law in selling cotton seed meal not up to standard. His difficulties began when the state inspector, upon analysis, found that the cotton seed meal in question contained much less protein than given in the guarantee tag of the shipper. When protest on behalf of the dealer was made to the seller the latter declared he was not at fault because he sent his tags to the mill where the cotton seed meal was ground and the mills distributed the meal to his customers without his ever seeing it, altho sold under his name, and that the mills required claims to be made within ten days after the arrival of the car. In the instance cited above inspection was made several weeks after the retailer began to dispose of his new stock of meal and hence neither the seller nor the mills would make a refund. Obviously methods which result in such unfairness to dealers should

be altered so that the repetition of an incident like that related would become impossible.

The Kansas feedingstuffs law defines pure corn chop as the product obtained by grinding well cleaned shelled corn, removing nothing therefrom and adding nothing thereto. Any composition resembling corn chop, but not meeting the requirements of the law, must be treated either as a mixed feed or as one which has been subjected to a process whereby the composition of the materials is altered. Pure corn chop is not subject to registration or tagging but is subject to inspection in respect to purity and weight of packages. In the manufacture of corn meal the corn bran is removed by bolting and the temptation arises for a miller to put this by-product in with his corn chop. This constitutes a serious adulteration. Corn bran is greatly inferior to whole corn in its content of starch and has a high per cent of fiber. To work off corn bran with corn chop the manufacturer must plainly tag it as corn chop and corn bran. If the miller removes some of the finest and best parts for corn meal and sells the remainder as corn chop he is violating the law unless he sells it under a label that shows its true composition. Corn chop is not to be made the medium through which screenings of various kinds are disposed of, neither is it to include rotten corn, corn cobs or dirt.

A convention of the Arkansas Cotton Seed Crushers' Ass'n was held here at Little Rock Aug. 3 for the purpose of hearing reports of committees, accepting new members, completing the organization and formulating the best plans by which the ass'n can more easily work to accomplish the ultimate end for which it was formed. Reports of the executive, legislative and arbitration committees, recently appointed by Pres. E. S. Reedy, were heard. At the latest meeting prior to this the membership numbered 83 but as a result of the activity of the members in securing new candidates it is believed a large increase in membership will soon be noted. The aim of the ass'n will be to educate the people of Arkansas up to the real value of the products placed on the market by the cotton men. The principal aim is to give demonstrations of the uses of the products. It is said that very few people know the value of any kind of fertilizer, much less that made from the waste of cotton seed, and it is the object of the organization to teach the farmers some things they don't know along this line. This product is also good for feeding cattle, but is seldom used. Later a member of the University of Arkansas staff, who has made a study of the soil and of different fertilizing materials will be asked to talk at a meeting of the cotton men, the purpose being to give the members of the ass'n scientific information on the subject in order that they may be able to impart it to the farmers over the state at local meetings that will be called from time to time. Another object of the ass'n is to perform experiments. Some of these will probably be carried on at the university experiment station at Fayetteville.

The new feedingstuffs law of Canada which will go into effect Jan. 1, 1910, provides for registration, analysis, guarantee and sampling. Every brand is required to bear a registration number which shall be permanently assigned to the particular brand of feedingstuff for which it is issued. The number will be issued by the minister on the application of the manufacturer of such feedingstuff

or his agent and on payment of a fee of \$2. Every application for a registration number must be accompanied by a statement giving the following particulars: name of brand for which the registration number is asked, and trade mark, if any; name and address of manufacturer; name and address of person applying for registration; guaranteed analysis; the material of which the food is composed. This is required to be filed in the department for the information of the minister, not for publication. Other sections of the law provide for the affixing of the registration number in a plain and legible manner and also a statement relative to the feedingstuff as provided in schedule A of the act. If a manufacturer elects to change the composition of any commercial feedingstuff for which a registration number has been granted he shall notify the minister to that effect and shall apply for a new registration number to designate the new or altered feedingstuff; and the former registration number shall be canceled and shall not be reissued. No manufacturer nor agent of manufacturer of any commercial feedingstuff shall sell same or offer for sale unless he has a license under the new act authorizing such sale. Licenses are renewable from year to year. Any purchaser of a registered commercial feedingstuff may obtain an analysis of the feed as delivered to him by making application for such analysis, accompanied by a sample of the feed of at least 1 lb. weight and taken in accordance with specified directions; and on payment of a fee of \$1. The process of sampling under the new Canadian law is as follows: In lots of five tons, or less, portions shall be drawn from each separate package, and from at least ten packages; or if less than ten packages are present, all shall be sampled. In lots of over five tons, at least 10 per cent of the packages shall be sampled. The portions so taken shall be thoroughly mixed in the presence of the parties interested, and from this mixture the sample sent to the minister is to be taken, and must bear the signature of vendor and purchaser; and at the same time a duplicate sample is to be left with the party whose goods are inspected, subject to the call of the manufacturer or agent.

Edward Graybill, of York, Pa., ran a threshing machine years ago, which accounts for the removal of a grain of wheat that had occasioned much trouble to his auditory canal for ten years, the hard wax enmeshing it alone preventing it from sprouting, during its long tenure. Another peculiar case was that of a young lady of Parkston, recently operated on for appendicitis when a grain of barley together with a barley head were dislodged. She remembers swallowing the grain eight years ago.

A decision has been announced by the United States Treasury Dep't that flaxseed may be imported in bond for the manufacture of linseed oil and oil cake and upon proper certificates showing the exportation of those products a drawback of 90 per cent of the duty paid will be allowed by the government. While the tariff bill was pending Senator McCumber of North Dakota, a member of the finance committee, sought to have an amendment adopted which would prevent the payment of a drawback. He will resume the fight at the coming session of congress. The recent law imposes a duty of 25 cents on flaxseed. The case which was decided was brot by the Nat'l Lead Co.

Retirement of Wm. Smillie, Veteran Inspector at Chicago.

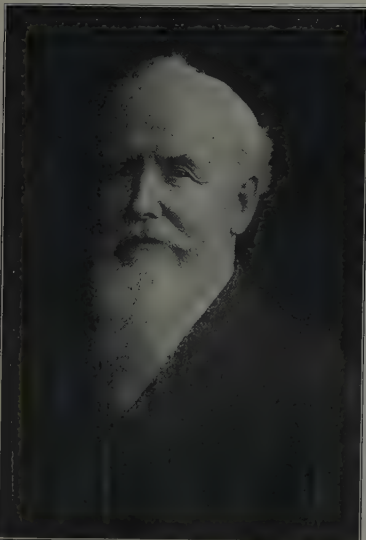
To have been for a generation the recognized judge of grain in the world's greatest grain market is a distinction that has fallen only to one man, William Smillie, who on Sept. 1 resigned his position as supervising inspector of the Illinois State Grain Inspection Department at Chicago.

During the thirty-seven years of his connection with the state inspection Mr. Smillie has seen many chiefs come and go. Among them are J. E. Bidwell, E. J. Noble, Geo. Bunker, P. Bird Price, Frank Drake, Dwight Andrews, Mr. Swett, John P. Reynolds, Wm. Henry Harper and General Smith. In all these years of political strife Mr. Smillie remained a fixture in the grain inspection office, held there by his ability to judge grain and his unquestioned integrity.

In the corners run by Leiter, Phillips, Kershaw and many others the speculators whose fortune hinged on the question whether grain arriving was or was not of the contract grade made life a burden for Mr. Smillie, to whom fine points in grading were referred. Of his experience in corners Mr. Smillie says: "In a business of this kind it is tough. The fellows who were losing tried to down me, but I am very glad that after it was all over the worst they could say was that I was an old, stubborn Scotchman."

"I know I know d--n little, and what little I know was forced on me. I've often wondered myself how I did stay so long in the inspection department," said Mr. Smillie.

Born in Ayrshire, Scotland, June 22, 1840, Mr. Smillie went direct to Chicago, where he arrived April 13, 1860, and in the winter of '60-61 was employed by Sam Howe at the old Galena Elevator. The explanation of how his knowledge of grain was forced on him lies in his entering the employ of Munger & Armour to look after the unloading and loading of grain at their elevator. On Apr. 1, 1861, he took charge of a house full of grain. This was a great responsibility to place on a youth of 21, who confesses now that he knew nothing then about grain. George Armour, however, himself a Scotchman, thought young Smillie a likely lad.



Wm. Smillie, Chicago, Retired.

Munger & Armour's elevator was a big square box into the different bins of which the different grades were unloaded as graded by the Board of Trade inspectors. When a boatload was to be loaded out the grain was taken out of a bin into which all the grain of the same grade received had been placed as designated by the inspectors. One day a big, strapping shipper with fire in his eye came to see his grain loaded out to make a cargo of 18,000 bus., a fair load for those early days. The first run thru the spout was No. 2, but after a few minutes a lot of No. 4 wheat came thru, and the shipper roared. Immediately he had Mr. Smillie called on the carpet in the little office in the corner of the building, and Mr. Armour asked for an explanation while the shipper threatened dire vengeance. It dawned on Mr. Smillie that the Board of Trade inspectors must have graded into the house a lot of No. 4 as No. 2 wheat and he lay awake long that night to solve the problem. He then firmly resolved that no car should be unloaded into the house until after he had first examined its contents. He took samples of every car placed in the different bins and kept a record. Soon he had samples galore and when another bad lot of wheat came out of a No. 2 bin he could produce samples and car numbers to account for the confection of the grain, and Mr. Armour went to Gurnee, then chief inspector, and gave that official a bad hour. Thus was Mr. Smillie forced to learn the grading of grain.

Mr. Smillie's connection with Munger & Armour was severed by the Chicago fire in 1871, and his devotion to duty nearly ended his earthly existence at the same time. With three laborers Mr. Smillie climbed to the roof of the elevator and with brooms swept the burning brands away. The flames becoming more threatening firemen sent a line of hose which Smillie and his men drew up to the roof, but before he got hold of the nozzle the engine started and the force knocked the hose out of their hands. Finally they were forced to make their escape by rope down the wall to a ladder raised by the firemen. Mr. Smillie slid down the rope thru the flames coming thru a window and as he reached the top rung the rope burned thru. The next morning it was found that his hair had turned white as the result of his frightful experience.

While inspecting grain on track Mr. Smillie was caught by a train and thrown a car's length, sustaining injury to his shoulders, and to this day his left arm is partially paralyzed. While reinspecting a car he had the ligament of his left leg torn, but contrary to the advice of physicians he insisted upon getting a crutch and hobbling down to the inspection office to work. Had he remained at home he would now be able to be on his feet and at work, as inspectors work to better advantage standing, under the new system of office inspection of grain. "I don't feel old, and I won't take a back seat today from anyone in passing on a sample of grain," said Mr. Smillie. It is only on account of his physical infirmity that Mr. Smillie resigned. When he resigned Mr. Smillie was presented with a large bouquet of American Beauty roses by the cash grain men, Sec'y Stone of the Board of Trade, making the presentation speech.

Thirty-seven years ago Mr. Smillie joined the inspection department and in 1882 was promoted to supervising inspector, a position he has held since. He never has been absent from the office a day unless sick abed and since Chief Cowen took hold he has not been absent more

than two days, and on account of his wife's sickness.

Mr. and Mrs. Smillie were married in November, 1861, and of their seven children two are living. Thomas has charge of the sampling in the grain inspection office, and the daughter is married to Fred Peck, who is with the Armour Grain Co. A good portrait of Mr. Smillie is reproduced herewith. Says he: "I have been at this work so long I don't know what I'll do with myself."

Death of Samuel Mosiman.

Samuel Mosiman met an untimely death Aug. 29 at Morton, Ill., when the automobile in which he was riding was struck by a suburban car of the Illinois



Samuel Mosiman, Peoria, Ill., Deceased.

Traction System. In the automobile were his brother Joseph, who was at the wheel, and his brother-in-law J. E. Gerber. The latter saved himself by jumping. Joseph was seriously injured but is recovering. Mr. Mosiman's last words were, "Look out for the crossing!" and with this he reached over to steer the car. The coroner's jury held no one to blame.

Mr. Mosiman was at the head of the Mosiman Grain Co., of Peoria, which after the recent death of William Moschel succeeded the firm of Roberts, Moschel & Mosiman, who for 35 years had been an important factor in the grain business of Peoria and vicinity. Mr. Mosiman had charge at the Peoria office, and the ten country stations were conducted under the name of Moschel, Dodds & Co., H. G. Dodds and E. M. Moschel, both of Morton, being associated with him in business. He was a member of the Peoria Board of Trade, president of the East Peoria Bank and had been mayor of Morton. The portrait of Mr. Mosiman reproduced herewith was taken while he formed one of a group of merry-makers on the steamer David Swain on the river excursion of the Illinois Grain Dealers' Ass'n in June last.

Explorer Cook saved his life by shooting bears for food on the Greenland coast; and James Patten on several occasions saved his pocketbook by squeezing bears in the wheat pit.

Grain Carriers

The Grand Trunk, it is said, will have a terminal in Seattle, Wash., by 1911.

The New York Central has recently ordered 5,600 cars, mostly steel underframe box cars.

Less than the normal coal supply is stored in North Dakota and the arrival of cold weather is expected to develop a car famine.

The Dominion Marine Ass'n in session at Toronto has indorsed the Lake Shippers' Clearing House Ass'n and will bear its pro rata share of the cost of maintaining a clearing house.

The eltrs. at Kingston, Ont., are experiencing the smallest grain delivery since 1884 and it is doubted if the total of the season will be more than a third of last year's business.

Nearly all the grain exported from Galveston goes to Europe, but recently a cargo of 80,000 bus. wheat in sacks was shipped on the steamer Malinche to Tampico, Mexico, for milling.

Orders for equipment representing an expenditure of \$9,000,000 have been placed by the Rock Island system. Included in this new equipment are 5,000 box cars and 135 locomotives.

Demand for cars for grain loading led the Great Northern Sept. 5 to issue orders at Minneapolis that no cars will be moved to connecting railroads beyond the switching limits of the Minneapolis yards.

It is said the New York Produce Exchange will appeal to the Interstate Commerce Commission for reduction of rates on grain from Buffalo to New York to permit of competing with the Canadian route.

Members of the Interstate Commerce Commission believe that the decision of the circuit court of appeals in the Missouri River rate case will not be sustained by the Supreme Court of the United States.

Another big decrease in the number of idle cars was reported Aug. 26 by the American Ry. Ass'n. In two weeks the number of surplus cars decreased 47,749, being 159,424 on Aug. 18, against 253,000 cars a year ago.

After the conference with the trunk lines at New York Aug. 24 with regard to the abolition of the \$2 diversion charge Samuel Scattergood and Wm. M. Richardson of the Philadelphia Commercial Exchange, felt confident that this re-consignment charge would be removed. A committee of 9 was appointed to investigate and report on the matter. The committee is composed of three members each from the grain exchanges, the eastern trunk lines and the Central Freight Ass'n.

Domestic grain shipments by lake during 1908 aggregated 111,213,910 bus., of which 57,754,183 bus. constituted wheat, 22,546,795 bus. corn, 15,701,406 bus. oats, 13,516,156 bus. barley and 1,695,370 bus. rye. Total 1908 grain movement by lake shows a 22.8 per cent decrease from the 1907 total. The largest relative loss of almost 50 per cent is shown in the shipments of corn. Lake movement of oats declined about 24 per cent, while lake shipments of other grains likewise show perceptible decreases as compared with 1907 totals.

Changes in rates do not affect shipments which are in course of transportation. Shippers delivering commodities to carriers are not subject to changes of rates by the carriers after the carriers take possession of the shipments and issue Bs/L.—Ruling by I. C. Commission.

It is important to note that this season's reduction in car surpluses is six weeks ahead of last year's figures. This indicates that shortages this year will be greater than a year ago. Increasing industrial, agricultural, and mining activity is responsible for this early reduction.—Arthur Hale of American Ry. Ass'n.

The steamer Glengarry, bound for Montreal from Kingston with 20,000 bus. of wheat, sank at the Atwater bridge in the Lachine canal, St. Lawrence river, Aug. 23. She struck a concrete pier, sustaining a breach in the forepeak thru which the water rushed, filling the holds in half an hour. The cargo was almost a total loss. The consignee was Wight & Esdaile, grain brokers. Practically the whole insurance was held by Dale & Co., who place the damage at \$30,000.

The payment by the western railroads of $\frac{1}{2}$ cent per bushel to elevators for putting grain into lake boats at Chicago and Milwaukee is equivalent to a reduction in the rate on grain to Lake Michigan. Eastern roads have been paying $\frac{1}{4}$ cent per bushel for transfer of grain from cars of the western lines at Chicago. The net advantage of the lake is thus $\frac{1}{4}$ cent. The spectacle of extensive railroad systems favoring the water route is so unusual as to give rise to suspicion that an African is concealed in the wood pile.

The Lake Shippers Clearance Ass'n has been established with headquarters at Winnipeg and a branch at Fort William to act as agent for grain shippers and exporters and as a marine agency for all vessel owners trading to Fort William. John Fleming is pres.; Capel Tilt, vice-pres.; A. C. Ruttan, sec'y; A. K. Godfrey, treas., and H. N. Baird, director. The formation of this ass'n is the outcome of much discussion, both on the part of the shippers themselves and of the Grain Standards Board, and the primary object is to do away with vessels having to go to a large number of elevators in order to complete their cargo. For the present it will only be used for the clearing of documents in connection with the higher grades of grain, but no doubt it will be extended to take in all grades. Recently the Dominion Marine Ass'n adopted a resolution authorizing a graduated scale of charges according to the number of houses a vessel had to visit to complete its cargo.

Reparation Allowed.

Refunds of amounts paid for equipping cars with grain doors have been ordered by the Interstate Commerce Commission in the application by the Advance Elevator & Warehouse Co. against the Iron Mountain & Southern, for \$65.54; by the Terminal Elevator Co. against the same road, for \$44.70; by the United Elevator & Grain Co. against the same road, for \$3.60, and by the Russell Grain Co. against the Missouri Pacific Ry. Co., for \$3.60.

Refunds of overcharges on shipments have been ordered paid to Montana Elevator Co., Daggett Grain Co., C. H. Carleton, Elwood Grain Co., and M. T. Shepherdson Co.

E. M. Wayne Appointed to National Council of Commerce.

Our lawmakers are desirous of carrying out the mandate of the people of the country and where they fail that failure is largely due to lack of knowledge and information. To bring the great commercial interests together so that they can consult, advise and act the National Council of Commerce was created as a



E. M. Wayne, Delavan, Ill.

truly representative body on whom the national lawmakers can lean with confidence that they voice the well-considered interests of commercial America.

In the last few years certain interests have shown a desire to have passed legislation in Congress that would prove inimical to the grain interests; and the Board of Directors of the Illinois Grain Dealers Ass'n believe that a connection at Washington, thru the National Council of Commerce, where the grain interests can be immediately represented and where senators and representatives of the National Congress can secure correct information in relation to the grain business will be highly advantageous and have great influence in preventing legislation which would be detrimental to the trade.

To represent the Illinois Grain Dealers Ass'n as a member of the National Council of Commerce E. M. Wayne was recently appointed its delegate by Pres. Montelius, thus making effective a resolution adopted at the last annual meeting of the Ass'n that the working of the National Council should be investigated and if advisable that the Illinois shippers should secure membership.

E. M. Wayne, whose portrait is reproduced herewith, has served as pres. of the Illinois Grain Dealers Ass'n for the past three years. His home is at Delavan, Ill., where he is interested in the grain business with his brother under the name of Wayne Bros. Grain Co., operating elevators also at Winkle, Wayne and San Jose. The corporation was organized about a year ago. Mr. Wayne also is interested in the lumber and coal trade as a member of Wayne Bros. Lumber & Coal Co., handling coal and lumber at all his grain stations.

Attachment of Grain in Transit When Bank Holds B/L.

The Supreme Court of Arkansas has recently reversed the decision of the circuit court of Drew County in the suit by Harris & Jagers against the Browne Grain Co. and the Collin County National Bank, involving the right to attach a car of oats for which the bank held B/L.

On July 7, 1908, the Browne Grain Co. entered into a written executory contract with appellees to sell and deliver to them two car loads of oats at a stipulated price. On the same day the grain company caused to be shipped from Bellevue, Tex., the car load of oats in controversy, billed to the shipper's order. The car arrived at Monticello on July 20, but was not received by the appellees, a controversy having arisen between the parties concerning the inspection of the oats, and later concerning a charge made by the railroad company for demurrage on account of delay in unloading. On Aug. 12, the grain company entered into a contract with H. M. Wilson, of Monticello, for the sale of this car, and on the same day drew a draft on Wilson for the agreed price, which was delivered to appellant bank at McKinney, Tex., with B/L indorsed in blank, attached. The bank placed to the credit of the grain company on its books the amount of the draft, less a small discount, and the amount was immediately checked out by the grain company. One of the partners composing the grain company, and also the cashier of the appellant bank, testified that the draft, with B/L attached, was delivered to the bank as an actual cash sale for the full amount thereof, less discount, and this is the only testimony on that subject. The day following the delivery of the draft to appellant bank the car of oats in this action was attached at Monticello.

The court said: The attitude of appellees as attaching creditors in this case is inconsistent with their present claim that the title to the car load of oats had already passed to them from the grain company at the time of the contract of sale made to Wilson and the delivery of the draft, with B/L attached,

to the bank. They attached the car load of oats as the property of the grain company, and attempted to subject it to the payment of their claim of damages against the latter.

The title to the specific property remained in the grain company until appropriated to the performance of the contract and delivered in completion of the sale. The assignment of the B/L attached to the draft passed the title as collateral security to the bank, where the title remained until the payment of the draft and delivery of B/L. *Turner v. Israel*, 41 S. W. 806; *Lewis v. Small*, 96 S. W. 1051.

At the time of the delivery of the draft and B/L the title to the property remained in the grain company; and, according to the uncontradicted evidence, the draft was delivered to the bank as an absolute sale, and the proceeds thereof were immediately checked out by the grain company. There is no evidence whatever of any fraud or collusion between the appellant bank and the grain company, nor of insolvency or inability on the part of the latter to meet its obligations.—119 S. W. 662.

New Rule for Natural Shrinkage.

Effective Oct. 1 all western roads will deduct from the actual weight $\frac{1}{4}$ of 1 per cent on corn and $\frac{1}{8}$ of 1 per cent on wheat, rye, oats, barley and flaxseed, for natural shrinkage.

The new rule is contained in Supplement No. 9 to Western Trunk Line Circular No. 1-B, providing for the named deductions for so-called natural shrinkage in the adjustment of claims for loss. "Where there are recognized State, Board of Trade or Grain Exchange weights, arrived at at points of origin and points of destination under usual forms of agreement; also when weighed under special agreements with the Western Weighing Ass'n, having first had recognized weights at point of origin as provided above."

I surely appreciate the Journal.—W. P. Ladd, mgr. Lyman County Farmers' Eltr. Co., Presho, S. D.

An Up-to-Date Texas Elevator and Warehouse.

Among the Texas dealers who are ambitious to keep in the front row is Allen Early, manager and sole owner of the Early Grain & Elevator Co., and the son of Eugene Early of the Seley-Early Grain Co., Waco, Tex.

Mr. Early appreciates the benefits of proper equipment for handling grain and hay and has provided himself with the modern plant illustrated in the engraving herewith, which was completed this summer at Amarillo, Tex., one of the best railroad and shipping centers in the northwestern part of the state.

The elevator proper holds about 25,000 bus. and the warehouse about 75,000 bus., making a total of 100,000 bus. storage for grain. On the same ground a large hay house has been built to hold about 100 cars of hay. The warehouse is 48 ft. wide and 150 ft. long. The entire building is covered with galvanized iron and is located on a private track. The elevators have a capacity of 1,500 bus. per hour and are equipped with the Hall Nonchokable System.

The sacking arrangement is such that from five sacking bins overhead any grain or seed may be sacked direct into even weight bags. The 5-bu. Richardson Sacking Scale has a capacity of 7 sacks per minute. The equipment of the elevator includes a large invincible Receiving Separator, Invincible Seed Cleaner for cleaning millet and other seeds, Nordyke & Marmon Roller Mill to grind 100 sacks of chop per hour and a 25-h.p. gasoline engine.

The Early Grain & Elevator Co. is successor to the Early Grain & Hay Co. The plant was built by the P. H. Pelkey Construction Co.

I cannot get along without the Grain Dealers Journal and stay in the business.—J. M. Brown, agt. Western Elevator Co., Marna, Minn.

Up to the hour of going to press we have not heard of any grain dealer making haste to establish himself in business on the land discovered by Dr. Cook.



New Grain Elevator and Hay Warehouse of Early Grain & Elevator Co. at Amarillo, Tex.

New Grain Tariffs

Among the new freight tariffs covering grain, seeds, hay and straw, filed with the Interstate Commerce Commission to become effective upon date specified in each abstract, as reported by *The Traffic Bulletin* of Chicago, are the following:

GRAIN AND GRAIN PRODUCTS.

T & O C, ICC No 1683, grain, grain products, from stations on T & O to stations on C & O; effective Oct. 5.

M & O, ICC No A490, wheat, corn and hay, from points in Kentucky to Nashville, Tenn.; effective Sept. 20.

Elgin J & E, Sup 3 to ICC No 1004, grain from stations on Elgin J & E to points in Michigan; effective Sept. 26.

Toledo & W, ICC No 381, grain and grain products from stations on Toledo & W to Toledo, O.; effective Sept. 27.

C I & L, Sup 5 to ICC No 1949, grain and grain products from stations in Illinois to eastern cities; effective Sept. 20.

M & O, Sup 1 to ICC No A491, grain, grain products from stations in Tennessee to Memphis, Tenn.; effective Sept. 20.

B. & O, Sup 44 to ICC No 6488, grain and grain products, from stations on B. & O to eastern cities; effective Oct. 1.

L V, ICC No B4619, grain, grain products, from stations on L V to stations on Erie and connections; effective Oct. 4.

Chi C & L, Sup 2 to ICC No 732, grain and grain products, from stations on Chi C & L to eastern points; effective Sept. 22.

C A & C, Sup 11 to ICC No 261, grain, grain products, from stations on C A & C to points in C F A territory; effective Sept. 25.

C C C & St L, Sup 1 to ICC No 4875, wheat from Harrisburg, Ill., to Cairo, Ill., 6.57c; effective, state, Aug. 18; interstate, Sept. 20.

C & A, ICC No 159, grain and grain products from stations in Missouri to stations in Arkansas and Louisiana; effective Sept. 20.

Wabash, ICC No 2044, classes between Buffalo and Suspension Bridge, N. Y., and stations on Wabash in Ontario; effective Sept. 23.

Mich Cent, ICC No 3738, grain and products from stations on Mich Cent to points in Ohio, Kentucky and Indiana; effective Sept. 26.

B & O, Sup 4 to ICC No 8190, grain, grain products, from stations on Ohio River division of B & O to points on C & O; effective Oct. 2.

B & O, Sup 7 to ICC No 8394, oil cake, unground from stations on B & O to C F A territory; correcting minimum weights; effective Oct. 1.

Can Pac, Sup 9 to ICC No E351, grain and grain products, from points on Can Pac to Boston or Mystic Wharf, Mass.; effective Sept. 20.

Minn & St L, Sup 5 to ICC No 2071, flaxseed, grain and grain products, from points in Minnesota to Mississippi Valley points; effective Sept. 20.

Norfolk & West, ICC No 3532, grain from stations on Norfolk & West to points in Kentucky and Ohio; effective, state, Sept. 10; interstate, Sept. 30.

C C C & St L, Sup 2 to ICC No 4174, wheat from points in Illinois to Alton and East St. Louis, Ill.; effective, state, Sept. 1; interstate, Sept. 27.

Ohio Cent, Sup to ICC No 8 13 1395 1420, grain, grain products from stations on Ohio Cent to eastern cities; for rates see ICC 1677; effective Sept. 20.

C Gt W, ICC No 4652, grain, grain products from Kansas City, Kan.-Mo., Leavenworth and St. Joe to East St. Louis and St. Louis; effective Sept. 25.

C C C & St L, Sup 33 to ICC No 3558, grain, grain products, C L from Cincinnati, O., to Buffalo, N. Y., and Pittsburgh, Pa., 8c; effective Oct. 6.

A T & S F, ICC No 4907, grain, grain products and seeds, from points on A T & S F in Illinois, Iowa and Missouri to points in Iowa and Illinois, also Peoria and points on P & U and P R T Co; effective, state, Aug. 24; interstate, Oct. 5.

Erie, Sup 34 to ICC No A3698, grain, and grain products, from Chicago, Ill., and rate points to eastern cities reached via Erie Desp.; effective Oct. 4.

C B & Q, Sup 13 to ICC No 8887, grain, grain products, between Missouri River and western points and stations in Iowa and Missouri; effective Sept. 20.

B & O, Sup 3 to ICC No 8395, grain, grain products from Akron, Cleveland, Cuyahoga Falls and East Akron, O., to points in C F A territory; effective Oct. 1.

W T L Com, ICC No A72, corn from stations in Wisconsin and Minnesota to eastern, interior eastern, New England and Canadian points; effective Oct. 1.

C B & Q, ICC No 9721, barley, corn, rye, oats or wheat, from stations on C B & Q in Wisconsin to Milwaukee, Wis.; effective, state, Aug. 23; interstate, Oct. 1.

Wabash, ICC No 2048, corn from Chicago, Ill., Detroit, Mich., and Toledo, O., to points in New Brunswick, Nova Scotia and Ontario and Quebec; effective Sept. 29.

P C C & St L, Sup 6 to ICC No P126, grain, grain products, from stations on P C C & St L to points in C F A territory; effective, state, Aug. 31; interstate, Oct. 1.

M St P & S S M, ICC No 2537, wheat from St. Paul, Minneapolis, Minnesota Transfer, Duluth, Minn., and Superior, Wis., to Quincy, Ill., 14c; effective Sept. 30.

C & N W, Sup 10 to ICC No 6907, grain, flaxseed between Chicago, Peoria, St. Paul, Duluth and stations in Iowa, Minnesota, North and South Dakota; effective Oct. 1.

Vandalia R R, Sup 87 to ICC No 1589, grain, grain products from Dewey to Otter Creek, Ind., inclusive, to Terre Haute, Ind., 3c; effective, state, Sept. 6; interstate, Sept. 26.

M St P & S S M, ICC No 2537, wheat from St. Paul, Minneapolis, Minnesota Transfer, Duluth, Minn., and Superior, Wis., to Quincy, Ill., 14c; effective Sept. 30.

Wabash, Sup 5 to ICC No 1902, grain, grain products, from Missouri River points to stations in Illinois, Indiana, Iowa, Minnesota, Missouri and Wisconsin; effective Oct. 2.

M St P & S S M, ICC No 2541, wheat, corn, oats, rye, barley, from stations in North and South Dakota to Chicago, Ill., Milwaukee and Manitowoc, Wis.; effective Oct. 4.

C M & St P, Sup 23 to ICC No A9818, grain, grain products, between Chicago, Ill., Milwaukee, Racine, Wis., and stations in Illinois, Wisconsin and Michigan; effective Sept. 25.

B & O S W, Sup 8 to ICC 6261, grain, grain products, from points in Ohio, Illinois, Indiana, Kentucky and Missouri to eastern cities and interior points; effective Sept. 25.

C B & Q, ICC No 9719, grain and grain screenings from stations on C B & Q to Cairo, Ill., Memphis, Tenn., Mobile, Ala., New Orleans, La., and rate points; effective Sept. 30.

Vandalia, Sup 56 to ICC No 1589, grain and grain products from stations in Indiana and Illinois to stations in Illinois and Indiana; effective, state, Aug. 30; interstate, Sept. 19.

M & O, Sup 1 to ICC No A455, grain from St. Louis, Mo., East St. Louis, Granite City, Madison, Venice, Ill., to points on M & O; effective, state, at once, viz., Aug. 25; interstate, Sept. 26.

Ill Cent, Sup 11 to ICC No A6733, grain and grain products, from Council Bluffs, Ia., Omaha and South Omaha, Neb. (when originating beyond), to stations in Mississippi; effective Sept. 30.

C Gt W, ICC No 4653, grain and grain products from stations on C Gt W and Hanover Ry in Illinois, also Dubuque, Ia., to Atlantic seaboard and other eastern points; effective Sept. 28.

Wabash, Sup 1 to ICC No 1129, grain, grain products, from stations on National Trans Co (Illinois River) to eastern and seaboard cities, also showing billing instructions; effective Oct. 2.

Mo Pac, ICC No A1156, grain and grain products from Kansas City, Independence, Mo., Atchison and Leavenworth, Kan. (originating beyond), to stations in Illinois and Indiana; effective Sept. 27.

C B & Q, Sup 5 to ICC No 9214, grain, grain products and seeds, between western points and stations in Iowa and Missouri, also from stations in Iowa and Missouri to southern points; effective Oct. 1.

C & A, ICC No 161, grain, grain products, seeds, hay and straw, between Chicago, Peoria, East St. Louis, Ill., and St. Louis, Mo., and rate points and stations in Missouri on C & A; effective Sept. 22.

A T & S F, Sup 24 to ICC No 3488, grain, grain products, from Kansas City, St. Joe, Mo., Atchison, Leavenworth, Kan., to points in Iowa, Illinois, Minnesota, Missouri and Wisconsin; effective Sept. 25.

C B & Q, Sup 4 to ICC No 9320, grain, grain products, broomcorn and seeds, between stations on C B & Q, also Rapid City, Black Hills & W stations in Illinois, Missouri and Minnesota; effective Oct. 1.

C Gt W, ICC No 4651, corn, oats, rye, barley, elevator dust, grain screenings, oat clips and refuse, from St. Paul, South St. Paul, Minneapolis and Minnesota Transfer, Minn., to Mobile, Ala., and New Orleans, La., 21½c; effective Sept. 22.

Wabash, ICC No 2045, grain and grain products, from stations on Wabash on east and west of Mississippi River, also stations on Ill Term, N J Ind & Ill and T P & W to Buffalo, N. Y., Pittsburgh, Pa., and rate points; effective Sept. 26.

W T L Com, ICC No A77, corn, from St. Paul, Minneapolis, Minnesota Transfer, Stillwater, Winona, Minn., Ashland, Superior, La Crosse, Washburn and Itasca, Wis., to stations in Canada, Maine, Massachusetts and Vermont; effective Oct. 15.

C M & St P, Sup 65 to ICC No A9945, grain, grain products, between stations in South Dakota and St. Paul, Minneapolis, Minnesota Transfer, Minn., Chicago, Milwaukee, Racine, Duluth, Cloquet or Superior; effective Sept. 26.

W T L Com, Amend 34 to ICC No 666, grain, grain products and corn syrup, from Joliet, Peoria, Rockford, Ill., Danport, Muscatine, Ia., East St. Louis, Ill., eastern Mississippi River crossings to middle and western states territory; effective Oct. 1.

C C C & St L, Sup 2 to ICC No 4834, No 1360C, grain, grain products, from Rochester, New London and Greenwich, O., to Fostoria and Toledo, O., 6c; from Claypool, Silver Lake and Rose Hill, Ind., to Jeffersonville, Ind., 9c; Louisville, Ky., 10c; effective, state, Sept. 13; interstate Oct. 15.

Nor Pac, Sup 2 to ICC No 4146, grain, flour, mill feed, flaxseed, millet seed and articles taking same rates, between St. Paul, Minnesota Transfer, Minneapolis, Stillwater, Carlton, Cloquet, Duluth, Minn., Superior, Superior (East End), Central Ave. (Superior), Ashland, Washburn, Wis., and rate points and stations in Minnesota and North Dakota; effective Oct. 5.

C & N W, Sup 15 to ICC No 6815, broomcorn, flaxseed and grain or grain products, between stations in Illinois, Wisconsin, Michigan, Iowa, Minnesota, North Dakota, South Dakota and Nebraska and stations on C & N W in Nebraska, Wyoming and South Dakota, also W & N W and Wis & Mich; also from Missouri River points (originating beyond) to northern and western points; effective Oct. 15.

EXPORT.

Wabash, Sup 16 to ICC No 471, grain, grain products, from points on Wabash to eastern points, for export; effective Sept. 25.

C B & Q, Sup 3 to ICC No 9555, grain, grain products, from stations on C B & Q in Kansas and Nebraska to southern points (for export); effective Oct. 1.

Gulf Colo & S F, ICC No 4917, cottonseed oil tank bottoms, cake and meal, from points in Texas on Gulf Colo & S F and connections to Galveston, Tex., when for export; effective Oct. 10.

C R I & P, ICC No C8709, grain, grain products, from stations in Louisiana on C R I & P and connections to New Orleans, Port Chalmette, Algiers and Gretna, La., for export; effective Oct. 12.

Ill Cent, ICC No J5180, grain and grain products, from stations on Ill Cent in Iowa, Minnesota, Nebraska and South Dakota to shipside Knights Key, Fla., for export through or to Havana; effective Oct. 9.

Ill Cent, ICC No J5179, grain, cleaned, clipped, graded, inspected, milled, mixed, sacked, shelled, stored or weighed at Cairo, Ill., and reshipped to shipside Knights Key, Fla., for export to or through Havana, Cuba; effective Oct. 9.

C R I & P, Sup 6 to ICC No C8646, grain, grain products, from Kansas City, St. Joe, Sugar Creek, Mo., Kansas City, Atchison,

Leavenworth, Kan., Omaha, South Omaha, Neb., Council Bluffs, Ia., rates will apply only, as proportional rates from other points, to Galveston, Port Arthur, Texas City, Tex., New Orleans, Port Chalmette, Algiers, Gretna, La., and Mobile, Ala., when for export; effective Sept. 30.

ELEVATION AND TRANSIT.

B & O S W, ICC No 6465, allowances for transfer of grain at points on B & O S W; effective Sept. 21.

Joint Track Weighing and Inspection Bureau, ICC Nos 36 and 37, grain transit privileges at Toledo, O., and Terre Haute, Ind.; effective Oct. 1.

C C C & St L, ICC No 4948, rules governing allowances for transfer of grain at stations on C C C & St L and Cin Nor; effective, state, Sept. 6; interstate, Sept. 26.

Elgin J & E, ICC No 1120, rules governing expense for grain doors, furnished with grain and other freight in bulk requiring grain door protection; effective Sept. 25.

C C C St. L, ICC No 4939, rules governing allowance for transfer of grain at St. Louis, Mo., East St. Louis, Granite City and Venice, Ill.; effective, state, Aug. 20; interstate, Sept. 18.

L E & W, ICC No. 1888, rules governing the allowance and settlement for grain doors on shipments of bulk freight requiring grain doors, from stations on L E & W and connections; effective Sept. 20.

Ill Cent, ICC No A7582, grain, grain products, cleaning, clipping, grading, maling, milling, mixing, sacking, shelling, storing and weighing at stations on Ill Cent in Iowa, Minnesota and South Dakota; effective Oct. 1.

Minn & St L, Sup 32 to ICC No 1441, R R No GFO3260, wheat and coarse grain, C L, to be milled, cleaned or mixed in transit, from stations in Minnesota and South Dakota to Chicago, Chicago Junction, Milwaukee and common points; effective Sept. 21.

You put out a good paper.—Pauls Valley Mfg. Co., Pauls Valley, Okla.

James J. Hill, chairman of the Great Northern, offers \$2,500 in gold as prizes for small grains and grasses exhibited at the national corn exposition to be held in Omaha, Dec. 6 to 18, and grown in the "Great Northern zone."

Bursting of Overloaded Elevator.

BY J. EARL TAYLOR, PH. G.

The bumper oats crop of central Illinois is putting the elevators to a more severe test than some of the houses can bear, as shown by the engraving herewith.

The grain dealers in the vicinity of Gridley, Ill., have had to find room for a bumper crop, and Gilmore & Boies in the endeavor to make the most of their storage capacity had John Hibbs, helper, shoveling the oats at the top of the bins back to the eaves, on Aug. 18, when suddenly he heard a rushing sound and a noise like that of a runaway team. Mr. Hibbs reached for the crossbars and escaped from the bin just as the oats rapidly disappeared beneath him.

For its entire width the wall of the large bin was forced out and thrown to the ground by the pressure of the piled up oats as shown in Fig. 1. The side that burst off was about 30 by 50 ft.

The lower part of the meeting wall bulged out badly and burst, permitting the oats to escape on that side also, as shown in Fig. 2. The inner wall of the bin, which contained over 20,000 bus. of oats, stood the pressure; and the loss by damage due to bad weather was minimized by promptly loading the heaped up grain into cars for shipment. The accident happened on Wednesday and by Saturday evening the spilled oats had been shoveled into cars.

A new use for cotton seed has been found by Colonel J. W. Allison of Ennis, Tex. He believes that palatable and wholesome bread can be made from a flour obtained from cotton seed and recently had a loaf of such bread for breakfast. The loaf was made in the mold used by bakers generally and if as the colonel claimed the meal can be utilized as a nutritious flour his idea will prove of untold benefit to the world.

Cobs

Mexican duty on wheat will be increased $\frac{1}{2}$ c gold per lb. on Sept. 15.

I have always considered the Grain Dealers Journal in a class by itself for the grain dealer.—J. F. Cooley, Peoria, Ill.

I am still in the grain business and find the Journal as good as any I have seen for the grain trade.—John A. Munson, Lidgerwood, N. D.

By decree of July 9, published in the Gaceta of July 15, corn and black beans imported into Costa Rica are exempt from payment of import duty.

It is proposed to erect American elevators of large capacity at Sukkur and Samasatta and others at Multan, Sargodha, Todadeksingh Gojra, Lyallpur, Chiniot Road, Sangla Hill, Kasur, Ferozepur, Bhatinda, and Ambala, to feed a shipping elevator at Karachi, India, the entire wheat traffic being thus expeditiously handled in bulk, not in sacks, thruout rail and ship transit. The early adoption of the elevator system is apparently inevitable on all grounds.

"The Rat Problem" was issued recently by the experts of the biological survey of the Department of Agriculture, and to put it mildly its revelations are simply astounding. The rapidity with which rats multiply accounts for the seeming futility of man's efforts towards their extinction. A single pair of rats and their progeny, breeding without interruption or losses, in three years' time increase to twenty million. Another appalling calculation relates to the pests' bill of fare. One rat fed upon corn alone for a year consumes sixty cents worth, whilst an oatmeal diet totals up one dollar and eighty cents. Unnumbered millions are annually destroyed by the rodents who are likewise the virile principals in the dissemination of bubonic plague.



Pile of Oats at Side of Bursting Bin of Gilmore & Boies Elevator at Gridley, Ill. —Hole in Wall of Bursting Bin.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—Prof. Martin Nelson of the University of Arkansas has requested the Board of Trade to aid in getting up a state exhibit of corn to be sent to the Omaha Corn Exhibition to be held at Omaha Dec. 6 to 18.

Fort Smith, Ark.—William M. Carter has brot suit for \$36,606 against the Western Grain Co., alleging that, altho he was not a miller, he was put in charge of the company's mill without being instructed about his duties and, as a result, while trying to unchoke some rollers he had his hand caught and received injuries that necessitated amputation of four fingers.

Arkadelphia, Ark.—Fire, supposed to have been caused by overheated machinery, destroyed the eltr., warerooms A and B, and the offices of the Arkadelphia Mfg. Co. W. N. Adams, mgr. of the mill, estimates the firm's loss at \$125,000 covered by insurance in millers' mutual companies. The company will resume business in temporary quarters and intends to rebuild.

CANADA.

Newmarket, Ont.—W. H. Evans is building a 25,000-bus. eltr. here.

Clanwilliam, Man.—The Clanwilliam Farmers Eltr. Co., Ltd., incorporated.

Winnipeg, Man.—Norris Grain & Eltr. Co., Ltd. incorporated, capital \$150,000.

Wallaceburg, Ont.—The Walkerville Grain Co. is making some improvements on its eltr. here.

Bruderheim, Alta.—Gillespie Eltr. Co., of Edmonton, has let the contract for a 30,000 bus. eltr. at this place.

Monarch, Alta.—Eltrs. will be erected here by the Norris Eltr. Co., Ltd., of Winnipeg, and H. E. Melback.

Newton, Alta.—Taylor Mfg. & Eltr. Co., of Lethbridge, Sask., is planning the erection of a 60,000 bus. eltr. here.

Stonewall, Man.—The Western Canada Flour Mills Co., Ltd., has bot the mill and eltr. property of the Higham estate.

Mosselle, Man.—The eltr. at this point, managed by Ed Wixstrom, was struck by lightning recently and considerably damaged.

New Westminster, B. C.—The New Westminster Grn. & Mfg. Co. organized, capital \$500,000, to handle and mill Alberta wheat.

Calgary, Alta.—We are rebuilding our eltr. destroyed by fire Jan. 2. It is a small terminal eltr., 75,000 bus. capacity and 2 concrete tanks of 25,000 bus. each.—Western Milling Co.

Tugaske, Sask.—This company has put up 3 eltrs. this year at Tugaske, Marquis and Keeler, all on the Outlook branch of the C. P. Ry.; capacity, each, 25,000 bus.; 5-h.p. gasoline engine, rope drive.—J. J. Draper, agt. Sask. Western Eltr. Co.

Oak Lake, Man.—Leitch Bros. are erecting a number of eltrs. at points west of here. Two have been built at Balcarras and Kallaly and 3 others are to be constructed at Buleya, Lipton and another point not yet decided upon. The points named are all in Saskatchewan.

Keewatin, Ont.—The first car of new wheat arrived here from the Lake of the Woods Mfg. Co., Rosenfeld, Ont., Friday, Aug. 28, grading 1 Northern. This crop was sown on May 10, cut on Aug. 14, threshed and delivered to the eltr. on Aug. 19, making 101 days from the date it was sown until the crop was delivered to the eltr.

Calgary, Alta.—The grain exchange completed its organization Aug. 31. J. D. Stafford has been stationed here by the National Eltr. Co. to look after its interests. The Globe Eltr. Co., Ltd., has been incorporated with capital stock of \$600,000. Provisional directors are R. B. Bennett, Clarence H. Loughheed, John B. Roberts and John W. Hugill.

Winnipeg, Man.—The annual meeting of the Northwest Grain Dealers Ass'n was held here a few days ago. Little business, outside the regular routine, was transacted. The old directorate, consisting of J. C. Gates, B. D. Young, R. T. Evans, W. W. McMillan, S. P. Clark, Alex. Reid and W. H. McWilliams, was all re-elected, as was also the sec'y-treas., F. O. Fowler.

Fillmore, Sask.—The eltr. of Theo. Myers, now in course of construction at this point, will be taken over by a joint stock company known as the Fillmore Farmers Eltr. Co. The following, among the shareholders, will form the board of directors: James Stout, Osage, Sask.; J. E. Good, Wm. Munro, Fillmore; Theo. Myers, Des Moines, Ia.; and J. H. Lane, Huronville, Sask.

Melfort, Sask.—Our eltr. is the Melfort Farmers Eltr., capacity 30,000 bus., built at this point on the C. N. R.; machinery includes 15-h.p. gasoline engine, scale, one 6 ton wagon dump and 6,000 lbs. hopper scale, steel pan, metal boot, 6½x12 bucket, double leg, capacity 36,000 bus. per hour both legs running, No. 7 Monitor Cleaner; eltr. sits on concrete foundation.—Dawson Lutes, mgr.

Montreal, Que.—Canadian grain inspection labors under one anomalous condition which calls forth occasional protest. That is, notwithstanding the acknowledged competency of the present grain inspector at this point, he cannot inspect any grain from Manitoba, however much it may be to the interest of the grain owner here to have a Montreal inspection certificate. A recent case in point was a cargo of No. 1 and No. 2 Manitoba oats mixed and the party here wanted them inspected to know if they would grade No. 2 Canadian western.

CHICAGO.

Board of Trade members will be called on for a second installment on their dues, Sept. 22.

Maltsters to the number of 150 are on strike for an 8-hr. day. An adjustment is expected soon.

The National Eltr. has been declared regular for storage of grain and flaxseed until July 1, 1910.

Farmers Grain & Feed Co., incorporated to deal in grains of all kinds, feed and hay; capital, \$150,000; incorporators, Conrad H. Sippel, Frank C. Rathje and H. Clay Calhoun.

On account of the death of Henry Rang, Sr., the firm name of Henry Rang & Son, dealers in grain and seeds, has been changed to Henry Rang & Co.

Wm. W. Hunter, who has applied for withdrawal from membership in the Board of Trade, has been a member since 1879. He retired to spend a few years in California.

Robert H. Thorburn, formerly a member of the Board of Trade firm of Waite & Thorburn, who left two years ago broken in health and fortune and blind, astonished the traders, who had believed him dead, by his sudden re-appearance Sept. 7. Instead of the tottering blind man they had seen led about by a boy, the vigorous man with sight restored thru an operation by a London specialist intends to resume business. Many traders suspended operations in the pit to greet him.

Captain I. P. Rumsey of Rumsey & Co., one of the oldest members of the Chicago Board of Trade and formerly a director, was aboard the Ohio when it went on the rocks off Steep Point, Alaska, Aug. 27. All of the 128 passengers were saved by the "C. Q. D." wireless message sent by the heroic operator, George E. Eccles, who lost his life by sticking to his post. Captain Rumsey and other passengers were brot down to Vancouver by the Rupert City. He had gone to Seattle to attend the irrigation congress, whence he started for Alaska.

Membership on the Board of Trade has been applied for by John J. Schreiner, Emile M. Larson, Alfred F. Geahardt, Edward Plagge, Edwin T. Lowney, Joseph K. French and Mark Mason. De Witt C. Templeton, H. Nicholas Laprentz, John P. Allen, Harry A. Thomson, Thomas G. McCarthy, William W. Hunter, and the estate of William C. Gibhardt have applied for transfer of membership. The directors recently admitted to membership Charles Delafranc, Robert B. Long, Charles E. Webb, Carl B. Mueller, Amandus Fahlenkemp of Sioux City, Ia., and Theodore Speltz of Albert Lea, Minn. The directors have bid \$2,400 for memberships.

Nearly all the grain exchanges in the country have sent official notices of acceptance of the invitation to the assembly of Exchanges in Chicago Sept. 17th. Many of the exchanges will send large delegations and quarters are being secured for them in the leading hotels. Members of the Chicago Board of Trade have been overwhelmed with requests for invitations for the various events from out of town customers and the general trade, the impression prevailing that the affair is a general one. The general committee announces, however, that the gathering is confined to members of the regular Exchanges in the various cities, and that the chief purpose is to agree upon a uniform policy with respect to the larger affairs of the exchanges. Members of the Chicago Board are freely volunteering the use of their automobiles to Mr. George E. Marcy, chairman of the committee in charge of the Saturday afternoon tour of the city.

COLORADO.

Denver, Colo.—The Excelsior Mfg. & Eltr. Co. will build a \$13,000 steel, fire-proof grain eltr. here.

Haxtum, Colo.—E. A. Twidale of Hastings, Neb., has bot the Olson eltr. here. The O. L. Mitten Grain Co. has had the eltr. it recently purchased overhauled and is now ready to handle grain.

Limon, Colo.—Russell Gates, pres. of the Russell Gates Merc. Co., has completed arrangements for the erection of a 50,000-bu. eltr. here, to cost \$25,000. The R. I. will build a track to the site of the eltr., near the Gates store. This company operates two other eltrs. in Colorado, one at Calhan, the other at Elbert, and is building another at Elizabeth.

IDAHO.

Rexburg, Ida.—Rexburg Mfg. Co. is completing an eltr. which will have a capacity of 2,000 bus.

Lenore, Ida.—Farmers Union Warehouse Co. incorporated by J. H. Johnston, J. L. Pippenger, M. Grandquist and two others; capital stock \$5,000.

Grangeville, Ida.—Balfour, Guthrie & Co. will enter this territory for grain sold at this point. Two grain houses are under construction here, one 40x120 ft., the other 40x60, both belonging to the Pacific Coast grain firm.

Nampa, Ida.—The Nampa Mfg. & Eltr. Co., that consisted of L. L. Miller, Scott & Son, and J. R. Baker, has dissolved partnership on account of the retirement of Mr. Baker, who has sold his interests to other parties. Scott & Son retain the milling business and L. L. Miller has taken over the grain business and the eltr.

Lewiston, Ida.—A general shortage of grain bags is reported in the three northwestern states by local grain buyers who have been scouring the country for bags to supply local orders. The shortage is due to larger yields than were anticipated and the activity of the farmers' union in buying direct from importers and manufacturers, which resulted in coast jobbers and local buyers ordering only a sufficient number of bags to accommodate regular customers.

ILLINOIS.

Donovan, Ill.—John Nelson will build an eltr.

Hillsdale, Ill.—H. H. Palmer has succeeded John Butzer.

Illinoi, Ill.—Frank C. Brown has succeeded James Sellers.

Kernan, Ill.—Milton Funk has succeeded W. H. Perrine & Co.

Milmine, Ill.—Baker & Felger have succeeded Felger Bros. & Baker.

Buckingham, Ill.—Herscher & Gross have succeeded W. J. Herscher.

Carlton sta., McGirr p. o., Ill.—Ollman Bros. have succeeded P. A. McGirr.

Rossville, Ill.—W. M. Prillaman has had his eltr. and grain office painted.

Boos sta., Newton p. o., Ill.—J. M. Swick has succeeded J. M. Mitchell.

Warrenton sta., Kansas p. o., Ill.—C. G. Wieland has succeeded C. H. Paxton.

Dalton City, Ill.—We have succeeded C. A. Hight & Co.—Farmers Grain Co.

Glasgow, Ill.—Smith-Hippen & McEvers have succeeded Byron McEvers.

Blackstone, Ill.—I have been out of the grain business for some time.—J. F. Corbin.

Janesville, Ill.—The new firm of Houser & Sutton has entered the grain trade.

Gibson City, Ill.—Noble Bros. of Foosland will build a seed and grain warehouse here.

Lowder, Ill.—The Farmers Eltr. Co. has increased its capital stock from \$7,000 to \$14,000.

Moweaqua, Ill.—W. K. Andrews and Mrs. A. L. Adams have bot the eltr. of Rodman & Son.

Hennepin, Ill.—Turner, Hudnut & Co., will immediately rebuild their eltr. burned here recently.

Wapella, Ill.—The Rogers Grain Co. has about completed the repairs it has been making on its eltr.

Caton Farm sta., Minooka p. o., Ill.—The Barr Grain Co. has had its eltr. covered with corrugated iron.

Kempton, Ill.—The new 50,000-bu. eltr. of the Farmers Eltr. Co., built by G. A. Sathoff is finished and running.

Rockton, Ill.—Wm. Shibley, who was a grain buyer here for many years, died in Pasadena, Cal., Aug. 14, aged 73.

Sicily sta., Pawnee p. o., Ill.—The Sicily Farmers Grain Co. has succeeded the James L. Brainerd Grain Co.

Berwick, Ill.—S. C. Bartlett Co. has no agt. at this station: I bot its eltr. here in July, this year.—W. M. Simmons.

Philo, Ill.—H. E. Parsons will have an addition built to his eltr. and repairs made by the Burrell Eng. & Const. Co.

Beason, Ill.—I am putting in a new Western Sheller in anticipation of the new crop of corn.—John H. Harman.

Bentley, Ill.—I sold my eltr. to A. R. McCallister, a farmer in this vicinity, who took possession Sept. 6.—W. S. Walton.

Keensburg, Ill.—Schultz & Bump have let the contract to the Burrell Eng. & Const. Co. for an addition to their eltr.

Reddick, Ill.—We will operate the eltr. we recently purchased here under the firm name of W. E. & B. E. Rich.—B. E. R.

Kent, Ill.—Hewitt Rosentiel, who owns an eltr. at Stockton, has bot the eltr. here of A. Keeler and has taken possession.

Roscoe, Ill.—Struck by lightning during a recent rain storm, the eltr. of Hutchins & Whiting burned to the ground.

Catlin, Ill.—R. K. Byerly has bot the eltr. of O. C. Benson here and will take charge of it Oct. 1.—O. C. Benson, per R. K. B.

Plainfield, Ill.—Kersten & Smiley will ironclad both of their eltrs. and reduce the cost of insurance and protect their grain from water.

Tremont, Ill.—F. J. Davis has taken over the grain business of S. A. Hayward. Mr. Davis will still continue as cashier of the bank.

Naples, Ill.—With favorable crops, we anticipate considerable improvements in the way of repairs and new buildings.—Agt. Smith-Hippen Co.

Illioopolis, Ill.—The Mansfield-Ford Grain Co. is taking down its old eltr. that has not been in operation for some time.—Geo. B. Conover, Buffalo, Ill.

Ogden, Ill.—A. A. Funk has resigned as mgr. of the eltr. of Frank Supple to take charge of the eltr. of the St. Joseph Grain Co., a farmers' organization.

Hayes, Ill.—The eltr. Ross Woolford recently purchased of the Barracks & Williamson Co. will be operated under the firm name of Ross Woolford & Co.

Sherrard, Ill.—C. A. Clark has let the contract to the Burrell Eng. & Construction Co. for a 15,000-bu. cribbed eltr. on the Rock Island, to have concrete foundation, 6-hp. gasoline engine, 4-ton wagon scale, and well casing with flexible spout for loading.

Wolfs sta., Plainfield p. o., Ill.—We have installed a 40-hp. gasoline engine, the 30-hp. one we had not being large enough.—G. F. Kersten, pres. Kersten & Smiley.

St. Joseph, Ill.—A. A. Funk of Ogden has succeeded C. A. Peabody, resigned, as mgr. for the St. Joseph Grain Co., which Mr. Peabody has managed since its organization.

Henning, Ill.—Geo. L. Merritt & Co. will retain C. C. White as mgr. of the eltr. property recently purchased of T. L. Stipp & Sons. Mr. White has had charge of it for years.

Roby, Ill.—The farmers of Roby on the C. H. & D. Ry. are planning the erection of an eltr. at this point on the site of the old Firey Bros. plant.—Nat'l Eltr. Co., per C. T. T.

Thawville, Ill.—The eltr. of West Bros. Grain Co. was struck by lightning in the afternoon of Aug. 20 and small fires, extinguished with but little damage, started in different places.

Moro, Ill.—Wm. Tracey of Farmersville has succeeded Wm. Westhoff as mgr. of the eltr. of C. B. Munday & Co. Mr. Westhoff will move to Bethalto to take charge of an eltr. there.

Dunlap, Ill.—I have bot the eltr. of Frank Hall & Co., have put in a new and larger engine and added a feed grinder, to do a grinding business in connection with the grain business.—H. H. Sterling.

Hooper sta., Donovan p. o., Ill.—The E. J. Tegge Grain Co. is building a 50,000-bu. eltr. here on the Chicago & Sou. Ind. Will also handle coal. Expect to be ready for business Sept. 15.—Tegge Bros., Papineau, Ill.

Dixon, Ill.—Grain dealers of Whiteside and Lee Counties met here Aug. 27 and discussed transportation and rates. Twenty-seven dealers were present. A temporary organization was formed by electing Gordon Utley sec'y.

Lanesville, Ill.—The Mansfield-Ford Grain Co. is taking down its eltr. to replace it with an up-to-date structure of 100,000 bus. capacity. Metcalf & Kinahan are building an eltr. to be operated by electricity.—Geo. B. Conover, Buffalo, Ill.

Anchor, Ill.—A fire that started recently in the 125,000-bu. eltr. of the Anchor Eltr. Co. was put out with but small damage by a hastily organized bucket brigade. A watch was kept all night and two more small fires were extinguished.

Bardolph, Ill.—A. D. Stanford has bot back the eltr. from Schenberger & Keyser and will again take charge of the business. Mr. Schenberger has gone West. The new firm labored under disadvantage on account of the low grade of much of the grain it received.

Ogden, Ill.—Fire supposed to have started from an engine spark damaged the roof and side of the eltr. of the Zorn Grain Co. about \$250, Aug. 24. Damage to grain by water, \$500. The eltr. has a capacity of 15,000 bus. and contained 10,000 bus. of oats.

Ospur sta., Clinton p. o. Ill.—We are about completing a 12,000-bu. eltr. at this station on the Ill. Traction System, an interurban line. We will be ready for business in a few days. The eltr. stands on a solid concrete foundation and will be operated by electrical power. Freight tariffs are now on file in the offices, including the R. I., the C. & E. Ill. and others.—Young & Ledden, per J. M. Ledden, agt. Ill. T. S.

Champaign, Ill.—Burglars broke into the office of B. C. Beach & Co. in their eltr. and ransacked the unlocked safe. The firm kept nothing of value in the safe.

Hinckley, Ill.—While workmen were repairing grain pits in the 200,000-bu. eltr. of the Neola Eltr. Co., Aug. 16, it was necessary to lower a lighted lantern into an empty pit. The draft during the descent caused an explosion that scattered burning oil on the four sides of the pit. Instantly realizing the danger the workmen managed to extinguish the flames before the sides of the pit had ignited, and so prevented a bad fire.

Joliet, Ill.—The old eltr. of the Michigan Central, operated for years by E. W. Wagner, stands in the way of track-elevation and must come down. A wrecking crew will get to work on it in October. Mr. Wagner's lease expired last fall and the R. R. Co. refused to renew it but allowed him to continue the business. M. Truby & Son have the only other eltr. here. The railroad is not expected to rebuild.

Morton, Ill.—An attempt was made in the evening of Aug. 27 to burn the eltr. of the Farmers Grain Co. A passer-by noticed fire smouldering under a side wall. He called assistance and with long poles they pulled out burning waste the incendiary had taken out of freight car wheels on the side track near the eltr. Six years ago this eltr. was destroyed by a fire believed to be of incendiary origin, and a reward was offered for the discovery of the culprit. Stockholders of the company are unable to account for the incendiary's motive.

Kankakee, Ill.—A passer-by noticed smoke coming from the engine-room of the eltr. and transfer house of Bartlett, Patten Co., in the evening of Aug. 25 and started to give the alarm. He found the engineer of the transfer house at the depot near by. With two other men they rushed for the fire apparatus and succeeded in putting out the fire with a loss of about \$200. This transfer house with a capacity of 225,000 bus. was rebuilt six years ago after a fire had completely destroyed it. Heavy insurance is carried on both building and contents.

Buckley, Ill.—C. E. Babb & Co. have the excavation made and foundation nearly completed for the 45,000-bu. model eltr. they are building on plans by Fred Friedline & Co. The building will be 36x36 ft. on a 7-ft. basement having concrete wall and cement floor. The boot tanks are set in cement also. The bins will be 9 in number and cribbed; and the cupola will be reached by stairway and manlift. The equipment will include 20-hp. gasoline engine rope drive, two 13x7 eltr. legs, two B. S. Constant Drags, 2 wagon dumps, 2,000-bu. automatic scale; but no shelter or cleaner.

Peoria, Ill.—Samuel Mosiman, grain merchant, banker, clubman and member of the Peoria Board of Trade, was instantly killed, Aug. 29, when his automobile was struck by an interurban car at Morton, Ill. His brother Joseph was seriously injured. J. E. Gerber, a brother-in-law, saved his life by jumping. A corn field prevented them from seeing the approaching car, that shattered the heavy touring car and hurled its occupants twenty feet. Mr. Mosiman was president of the East Peoria Bank, and was interested in other enterprises, chief of which was the grain firm of Moschel & Mosiman.

Findlay, Ill.—Atkinson Bros. have dissolved partnership. John W. Atkinson will continue in the business while his brother Arch will assist his partner, Allen Smith, in the grain business at Duvall sta. near this place, in which he recently purchased the half-interest of Wm. Truitt.

New members of the Illinois Grain Dealers Ass'n reported by S. W. Strong, sec'y, are: W. D. Blair, Malta; Holmes Hagaman, Holcomb; Geo. Stanbury & Son, Holcomb; Dunn & Eversole, Essex; S. E. Roush, Momence; R. I. Tabler, Momence; R. H. Griggs, Stillman Valley; Great Western Grain Co., Sycamore; C. S. Hunt, DeKalb; Thomas & Ade, Sycamore; C. A. Crosby and W. Nashold, Monroe Center; Herscher & Gross, Buckingham; A. G. Smith, Union Hill; Coulson & Adams, LaHarpe; Fahnestock & Rush, Sciota; H. E. Roberts, Blandinsville. Callahan & Sons, Louisville, Ky.; and Delp, Ettinger & Co. of Philadelphia, Pa.

INDIANA.

Attica, Ind.—H. C. Martin is out of business.—Stafford Grain Co.

Millville, Ind.—George Bowen has bot the eltr. of S. D. Wisheart & Son.

Petroleum, Ind.—H. C. Arnold & Co. have purchased the grain business of W. J. Borror.

Clay City, Ind.—Silas and John W. Travis have traded their farm to Louis Schaffer for his eltr. and grain business.

Bremen, Ind.—The eltr. we recently leased at this point was formerly operated by the Bremen Grain Co.—Kraus & Apfelbaum, Columbia City, Ind.

Bowers, Ind.—A half interest in the eltr. on the Vandalia has been purchased by Silas Beck of Frankfort, thru John A. Rice. He will manage the entire business under the name Jordan & Beck.

Fowler, Ind.—I have sold my plant to F. W. Vannatta and W. S. Vannatta, Jr. Possession given at once. The firm will be Vannatta Bros.—Wilbert Hawkins.

La Paz, Ind.—The eltr. we recently leased here was formerly operated by the Bremen Grain Co. We are repairing it some.—Kraus & Apfelbaum, Columbia City, Ind.

Arcadia, Ind.—The eltr. of Hollett & Berg burned on the night of Aug. 18, destroying several thousand bushels of wheat and oats. Loss, \$10,000; insurance, \$3,000.

Union City, Ind.—Frank Ohler has bot the interests of Wm. W. McClure in the Mead Grain Co. and will succeed Mr. McClure as pres. when he takes possession Jan. 1, 1910.—S. D. Mead.

Crawfordsville, Ind.—John J. Darter, Sr., who for many years was in the grain business, died at his home here, Aug. 31, aged 81. He is survived by a widow and four children.

Indianapolis, Ind.—Wm. L. Hensley has been appointed gen. mgr. of the Indiana branches, 8 in number, of Eugene Purteile & Co., with headquarters in the Board of Trade bldg., Indianapolis.

Mellott, Ind.—Ed. Lee, who recently sold his eltr. and grain business to the new firm of McCauley & Page, will move to Santa Barbara, Cal., and engage in the wholesale fruit business. Mr. Lee has been in the grain business here for the past 18 years.

Ft. Wayne, Ind.—The Ft. Wayne Hay & Grain Co. incorporated to buy and sell hay, grain and farm products; capital \$25,000; incorporators, Thos. R. Riddle

of Ft. Wayne, and John Beninghoff and Arthur F. Heyman of Spencerville. Headquarters will be here.—F.

Greenwood, Ind.—The large eltr. owned by C. B. Cook & Sons, 14 miles south of Indianapolis, was totally destroyed by fire Sept. 3. The eltr. contained 22,000 bus. of wheat, 3,000 of corn and a quantity of oats, bran and feed. Loss \$40,000; insurance, \$15,000. The Cooks will rebuild.—F.

IOWA.

Wellsburg, Ia.—The Farmers Eltr. Co. will repair its eltr.

Sanborn, Ia.—Frank Flemming is the new mgr. at the eltr. of the Hunting Eltr. Co.

Malvern, Ia.—I have just installed a Sonander Automatic Scale in my eltr.—E. L. Donner.

Prairie City, Ia.—The Prairie City Mfg. Co. will build an 8,000-bu. eltr. to cost about \$2,000.

Stuart, Ia.—Newcomb Wildman is pushing the work on his new eltr. as rapidly as possible.

Grundy Center, Ia.—M. Frerichs has bot and will conduct the grain business of H. Frerichs & Bros.

Rutland, Ia.—Thomas Ferris, who recently bot the eltr. of A. T. Montgomery, has taken possession.

Ireton, Ia.—The Farmers Eltr. Co. is building a 2-story office, 20x40 ft., at its lumber yard.—Perry Eltr. Co.

Britt, Ia.—The Farmers Eltr. Co. has bot the eltr. of the Reliance Eltr. Co. and has placed Ralph Whitney in charge.

Searsboro, Ia.—We have installed a gasoline engine in the eltr. we recently purchased here of J. P. Baker.—Bowen Grain & Lbr. Co.

What Cheer, Ia.—The C. & N. W. Ry. is having a substantial grain eltr. erected for the use of J. A. Beatty, for whom Clate Hardy is local mgr.

Duncombe, Ia.—Farmers Co-op. Eltr. Co. incorporated; capital stock, \$20,000; J. A. Daniels, pres.; C. A. Bohenhaup, sec'y; T. F. Sims, treas.

Davenport, Ia.—The D. Rothschild Grain Co. has let the contract to the Burrell Eng. & Const. Co. to remodel the eltr. it recently took over.

Konigsmark, Swisher p. o., Ia.—The Jackson Grain Co. is having a large eltr. built at this station on the interurban about 4 miles south of Cedar Rapids.

Le Mars, Ia.—I sold my eltr. on the Ill. Cent. to E. L. Heller, of Centerville, S. D., and gave possession Sept. 1. I am going to Washington.—J. A. Sauer.

Thornton, Ia.—I am now agt. for the Iowa Eltr. Co. J. L. Taylor, who formerly had charge of this eltr., has been out of the grain business since last November.—Guy Cropser.

Correctionville, Ia.—We will remodel this station in general by putting in a new dump, new approaches, new belts thruout and new boot.—John F. Burns, agt. Trans-Mississippi Grain Co.

Hartwick, Ia.—J. F. Sponseller's eltr. has been sold to Jas. McCarty, who has taken charge immediately and has employed me as mgr. Coal will be handled in connection.—H. A. Woodworth.

Farley, Ia.—Clement C. Placke, formerly a stock and grain buyer here and widely known in this locality, died in a Dubuque hospital recently. He is survived by a wife and two children.

Muscataine, Ia.—The city council has ordered the Gt. Western Cereal Co. to remove its eltr, built with the city's permission. The mill has not been operated as promised, hence the removal notice.

Boone, Ia.—Chris Williams of Stratford, considered the wealthiest man in Hamilton County, has bot a half interest in the eltr. of the B. M. Huntley Grain Co., and has moved here with his family.

Cascade, Ia.—Lightning struck the grain eltr. of Kearney Bros., Aug. 13, shattering the flag pole, tearing off shingles and running down the center of the building to the first floor, with slight damage. The property carried lightning insurance.

Dumont, Ia.—Walter Frencham was married here, Aug. 21, to Miss Grace Keister. He was formerly employed at the eltr. of the Northern Grain Co. For the past year he has had charge of an eltr. in Zeneta, and next year will manage one in Hanford.

Sioux City, Ia.—Suit has been filed by the McCaull-Dinsmore Co. against the Fritzson Grain Co., Fritz and Edith Fritzson to recover \$454.70 damages, alleging defendants failed to keep their contract with plaintiffs to furnish them 5,000 bus. of corn at the time specified.

Corwith, Ia.—The Moore Bros. Co. has sold its line of eltrs. back to the original Moore Bros., under which name it will be operated, but each station will be run on a separate account. I remain as mgr. for the eltr. here, where I have been for about eight years.—A. J. Doidge.

Walnut, Ia.—J. T. Spangler and G. H. Bunton have united their grain-buying business at this point and will operate under the firm name of Spangler & Bunton. All the corn and wheat will be handled through the Bunton eltr. while the Spangler eltr. will handle the white corn, oats and barley.

Odebolt, Ia.—H. W. Reuber and James L. Bruce have bot the eltr. property of Alfred Krusenstjerna, which they will operate under the firm name of Reuber & Bruce. They will take possession Sept. 10. Charles Waggoner of Salix may succeed Mr. Bruce at the eltr. of the Trans-Mississippi Grain Co.

Kanawha, Ia.—John K. Johnson, for nearly ten years local mgr. for the J. & R. Grain Co., has formed a partnership with A. A. Moore under the firm name of Moore & Johnson and is now at the Moore eltr. Thos. H. Beggs has succeeded Mr. Johnson as mgr. of the eltr. of the J. & R. Grain Co.

Lineville, Ia.—W. P. Sullivan is remodeling his granary into an eltr. He has raised it to the level of a grain car floor and is putting a foundation of cement blocks under it. He has bot automatic scales and a new engine and will install machinery for handling and cleaning grain and seeds. Bins and conveyors will be rat and vermin proof.

Libertyville, Ia.—The statement in this column, Aug. 25, that Ward Yost, who was injured in a runaway, was a member of the firm of Yost & Sherrick is an error. He is a brother of the Yost who is in the grain business. I have received many letters of sympathy from my friends in the grain trade that would cheer any one in affliction such as my brother has endured.—Harlie Yost, of Yost & Sherrick.

North Liberty, Ia.—A car of burning cinders was left on the side track near the eltr. of the North Liberty Grain Co. recently and became so dangerous that a passenger car on the interurban was pressed into service to pull away that loaded with cinders.

New Providence, Ia.—The New Providence Co-op. Co., recently organized by farmers in this vicinity and around Lawn Hill, has been incorporated with a capital of \$10,000 to deal in grain and coal; incorporators, L. H. Breer, J. L. Reece, I. E. Seward and others.

KANSAS.

Wakefield, Kan.—The Wakefield Grn. & Live Stock Co. will have its new eltr. completed about Sept. 10.

Wichita, Kan.—The Harper & Sons alfalfa mill was sold Aug. 28 to H. W. Schopel, J. R. Kenworthy and H. B. Allen for \$15,000.

Belleville, Kan.—The Belleville Alfalfa Mlg. Co. has bot ground from E. A. Fulcomer on the Union Pacific tracks and has under construction an alfalfa mill.

Girard, Kan.—The warehouse of Morrow & Taffe burned Aug. 23 with its entire contents, including 160 bus. flaxseed, 15,000 lbs. flour, 30,000 lbs. feed besides scales, office supplies, etc.; loss near \$5,000, partly covered by insurance.

Wichita, Kan.—The E. G. Rall Commission Co. received, Aug. 13, the first car of wheat on this market to grade as Turkey hard under the new Turkey hard wheat inspection. The wheat was of an unusually fine grade, No. 2, and tested 62 lbs.

Holcomb, Kan.—A \$10,000 alfalfa mill will be erected here, the capital necessary for the enterprise being secured thru stock subscriptions by farmers in this vicinity. The promoter of the mill is the Consolidated Alfalfa Mlg. Co., of Newton, Kan., which will construct 25 mills in this state.

Wichita, Kan.—The rigidity of grain inspection at this market is receiving the attention of the Board of Trade and numerous grain dealers of the city. The belief is becoming quite widespread that the inspection, as it now exists, is too rigid for the actual good of the market. The claim is made that the Wichita inspection is much more exacting than that at Kansas City, and that, as a result, grain shipments are being diverted from Wichita territory. It is asserted that wheat readily grading No. 2 at Kansas City will not pass better than No. 3 under local inspection. A committee of the Board of Trade has the matter up with the Kansas inspection department.

Topeka, Kan.—Applications for membership in the Kansas Grain Dealers Ass'n have been received since Aug. 1 from Wm. Walker, Jr., of Goodland; P. S. Houston, Gem; Vancura Bros., Lucas; J. P. Horney, Brewster; Robert C. Maynes, mgr. Farmers Eltr., Colby; Parrott Mlg. Co., Colby; John C. Dopp, mgr. Farmers Eltr., Glasco; J. E. Rogers, mgr. Farmers Eltr., Bennington; C. F. Crowfoot, Hoxie; Lantis Grain Co., Selden; Paul D. Miller, Russell; F. D. Sperry, Ellsworth; Emmett Cooper, Dorrance; J. W. Machin, Wamego; H. F. Burke, Scottsville; Tucker Bulman & Son, Michigan Valley; J. W. Keates, Parnell; C. N. Bunds, Chetopa; and W. H. Gould & Son, Willroads. This makes 59 new applications since the first day of June.—E. J. Smiley, sec'y.

KENTUCKY.

Lexington, Ky.—Fayette Coal, Grain & Feed Co., incorporated with \$10,000 capital stock, by C. L. Ryley, Herman Bowmar and H. G. McConnell.

Lebanon, Ky.—The plant of the Modern Mill & Eltr. Co., one of the largest in central Kentucky, was burned a few days ago. Loss estimated at \$30,000, with \$14,000 insurance. The mill was six stories high, of brick and stone, while the eltr. was frame. Several thousand bus. of wheat, the coopeage plant and other buildings were destroyed and a number of horses burned. The mill was erected about the close of the war and was a fine structure, the original cost being around \$100,000. The owners are E. N. Hundley, J. A. Kelly and T. M. Estes.

LOUISIANA.

Lake End, La.—We have erected an eltr. at this place.—J. T. Quin, mgr. Lake End Store.

Rayne, La.—The corn eltr. being erected here by Jacques Weil is now ready for operation. It has capacity for shelling and sacking 8,000 bus. per hour.

New Orleans, La.—The corn crop of Louisiana is estimated at 40,000,000 bus. Thruout the state many small mills are being established for the grinding of chops, feed and meal. The claim is made that Louisiana will export 5,000,000 bus. via New Orleans this year. Special rates on corn have been granted between all Louisiana points.

New Orleans, La.—The new all rail rate on grain out of Omaha and Kansas City to Tampa and Jacksonville, Fla., is a reduction of 3 cents under the New Orleans combination to the same points. Heretofore much of the grain from Omaha and Kansas City has been brought to New Orleans on local rates and then shipped by steamship to the Florida ports which will profit materially.

New Orleans, La.—August clearances for foreign ports of grain loaded at New Orleans show a total of 236,000 bus. wheat, compared with 440,000 bus. in, Aug., 1908. On board ship not cleared Aug., 1909, were 368,192 bus. wheat. No corn was exported from this port during Aug. Total clearances for the year, Sept. 1, 1908, to Aug. 31, 1909, were 2,911,704 bus. wheat and 4,162,950 bus. corn, compared with 5,132,371 bus. wheat and 3,786,154 bus. corn during the same period of 1907-8.—W. L. Richeson, chief inspector, New Orleans Board of Trade.

MICHIGAN.

Almont, Mich.—Frank Bishop has bot the eltr. of Hart & Sullivan.

Riverdale, Mich.—Riverdale Eltr. Co. incorporated with \$5,000 capital.

Barryton, Mich.—Barryton Grn. Co. is building an addition to its plant.

Portland, Mich.—The W. W. Lung Hay & Grain Co. has completed an eltr. here.

Saline, Mich.—We built a \$1,000 warehouse here this summer.—Cool Bros. Grain Co.

Plymouth, Mich.—Burglars gained access to J. D. McLaren's eltr. office recently but failed to crack the large safe.

Bentley, Mich.—Bromfield & Colvin of Bay City, Mich., are building an eltr. here; will handle all kinds of grain and will grind feed.—C. F. Hall, prop. Standish City Flouring Mills, Standish City, Mich.

Fowlerville, Mich.—The eltr. being erected by F. G. Roundsville is now practically completed and the machinery is being installed.

Sterling, Mich.—A. Nerreter of Saginaw, Mich., has bot the eltr. of the Sterling Eltr. Co., J. A. Hamlin, prop'r and mgr.—C. F. Hall, Standish, Mich.

Marlette, Mich.—The Mathews Milling & Eltr. Co. has dissolved into two firms which will be known, respectively, as Mathews Eltr. Co. and Mathews Milling Co.—Mathews Eltr. Co.

Business men of northern Michigan are offering inducements to millers to locate mills and eltrs. in that district. At one time considered a waste place the northern part of the Wolverine state has become, during the last few years, a section of remarkable development.

MINNESOTA.

Edgerton, Minn.—F. M. Saum is again agt. for McGlinn Bros.

Luverne, Minn.—Mike Conway is mgr. of the eltr. of E. A. Brown.

Bird Island, Minn.—Ed. Reinhardt is building an addition to his eltr.

Grand Meadow, Minn.—Ed Allison will buy grain for W. W. Cargill Co.

Donnelly, Minn.—J. E. Lundquist will be agt. for the National Eltr. Co.

Danube, Minn.—Wm. Valte is the new local mgr. for the Crown Eltr. Co.

Renville, Minn.—J. J. Baker has charge of the eltr. of the Columbia Eltr. Co.

Alberta, Minn.—A local company has bot the eltr. of the Hennepin Eltr. Co.

Kenneth, Minn.—Greig & Zeeman have taken control of the eltr. of E. A. Brown.

Cokato, Minn.—Fred Swanberg will buy grain here for the Cargill Eltr. Co.

Storden, Minn.—J. M. Storey has taken charge of the eltr. of the Skewis Grain Co.

Arco, Minn.—The Farmers Eltr. Co. has installed a new 12-h.p. gasoline engine.

Wheaton, Minn.—Wm. Harnms will have charge of the eltr. of the Crown Eltr. Co.

Wanda, Minn.—Matt. J. Turbes will have charge of the eltr. of the Western Eltr. Co.

Northfield, Minn.—James Cody has been appointed mgr. for the Farmers Eltr. Co.

Odessa, Minn.—F. D. Kluick has taken charge of the eltr. of the Geo. C. Bagley Eltr. Co.

Bird Island, Minn.—E. Ebsen will have charge of the eltr. of the Farmers Union Eltr. Co.

Milan, Minn.—The eltr. of the Columbia Eltr. Co. has opened with M. L. Tvedt again in charge.

Cresson sta., Cazenovia p. o., Minn.—John Jindrick is the new grain buyer at the Davenport Eltr.

Montevideo, Minn.—I have taken charge of the eltr. of the Spencer Eltr. Co. at this place.—J. H. Lee.

Brooten, Minn.—The recently organized farmers' company has bot the eltr. of the Woodworth Eltr. Co.

Hatfield, Minn.—J. L. Benhart of Pipestone has purchased the eltr. of the Hatfield Farmers Eltr. Ass'n.

Vining, Minn.—The Vining Farmers Eltr. Co. incorporated by Ole C. Olson, Michael Froske and others; capital, \$10,000.

Morris, Minn.—H. O. Eames will open the eltr. of Wells, Pearce & Co. with Walter Borrill as local buyer.

Peterson, Minn.—The eltr. of the Farmers Eltr. Co. has opened for business with A. O. Boyum in charge.

Breckinridge, Minn.—The eltr. built here for Kelly & Morgan has been completed and is ready to receive grain.

Traverse, Minn.—I have installed a Bowsher Feed Mill for grinding ear corn and other grain.—G. H. Briggs.

Currie, Minn.—Harry Corban of this place will go to a South Dakota station to buy grain for the Victoria Eltr. Co.

Ronneby, Minn.—The Ronneby Grain & Produce Co. has been organized by W. F. Roettger, Gust. Sjoblom and others.

Downer, Minn.—We have bot the eltr. here of the Hennepin Eltr. Co.—St. Anthony & Dakota Eltr. Co., Minneapolis, Minn.

Klossner, Minn.—Henry Wensloff is the new mgr. for the Gt. Western Eltr. Co., that has re-opened its house closed last fall.

Winona, Minn.—The Western Eltr. Co. defeated the C. & N. W. Ry. freight clerks in a good game of baseball Saturday, Aug. 21.

Stiles sta., Sauk Center p. o., Minn.—I am again agt. for the Monarch Eltr. Co., that re-opened its house here Aug. 11.—M. L. Bremer.

Bombay sta., Kenyon p. o., Minn.—W. S. Johnson of Livermore, Ia., is the new mgr. for the Bombay Farmers Mercantile & Eltr. Co.

Alpha, Minn.—Ed. Willis of Mapleton, Minn., has taken the position of grain buyer at the eltr. of Byrnes Bros., and will move here when he can get a house.

Foley, Minn.—The cost of moving the eltr. here from Ronneby, that the Foley Mlg. & Eltr. Co. recently purchased of the Cargill Eltr. Co., will be about \$1,000.

Hasty, Minn.—A. Rasmussen of Clearwater, Minn., will build an eltr. and feed mill here. The foundation is well under way and the house will soon be ready for business.

Cottonwood, Minn.—A. E. Anderson, who bot the eltr. of the North-western Eltr. Co., has opened for business under the firm name of the A. E. Anderson Eltr. Co.

Conger, Minn.—Frank Steel has taken the position of grain buyer for the Sultz Grain & Coal Co., formerly known as the Myrtle Grain & Coal Co.—O. H. Koetke, agt. Sultz Grn. & C. Co., Myrtle, Minn.

Twin Valley, Minn.—The eltr. of the Thorpe Eltr. Co. was struck by lightning during a recent storm, and a small fire started, that was extinguished by the fire department before much damage was done.

Greenbush, Minn.—P. O. Christianson has resigned as grain buyer for the Roseau County Farmers Co-op. Eltr. & Merc. Co. to take the same position at the eltr. of the Red Lake Falls Mlg. Co. in Roseau.

Duluth, Minn.—The estate of the late John Miller has been incorporated for \$80,000 under the name of John Miller Co.; incorporators, Addie S. Miller and M. M. Chaffee of Duluth and H. F. Chaffee of Amenia, N. D. For years before his death Mr. Miller owned extensive interests in the grain business in this city and Minneapolis.

Duluth, Minn.—The new plant of the Consolidated Eltr. Co., built to replace Eltr. D burned last year, has commenced to receive grain. The working house is of tile and steel; storage bins of reinforced concrete.

Fairfax, Minn.—The eltr. of the Gt. Western Eltr. Co., that has been closed since last fall, has re-opened with V. C. Meyer, agt. The eltr. of the Security Eltr. Co. will open with Henry T. Hanson again in charge.

Le Sueur, Minn.—James Gebbie, many years mgr. of the eltr. of the St. John Grain Co., committed suicide, Aug. 28, by cutting his throat. He had been ill and feared insanity. He had said he could not banish the thought of suicide.

Olivia, Minn.—James Empey is local agt. for the Columbia Eltr. Co. whose house here was damaged by lightning recently. August Neno has come from Halloway to buy grain at the eltr. of W. Windhorst, and will move his family here.

Benson, Minn.—Ole Sonwal, who has had charge of the eltr. of the Interstate Grain Co. for several years has resigned and gone to Hatton, N. D., to work for another grain firm. It is not likely the Interstate Co. will open its house here this fall.

Ruthon, Minn.—The eltr. of the Interstate Grain Co. is closed for the season. C. Linderman is agt. for Ashton & Gurvey. The eltr. of Walter Parks, closed last fall, has been re-opened with Jacob Rein as agt. The eltr. of the Farmers Co-op. Ass'n runs the year round; Geo. R. Stevens, mgr. The eltr. of the North-western Eltr. Co. also runs all year, and I am the agt.—J. M. Denison.

St. Paul, Minn.—Suit to restrain the officers of the board from suspending them for non-payment of dues has been brot by several members of the St. Paul Board of Trade. The claim is made that assessments are levied for purposes that benefit only some of the subsidiary concerns, as the Produce Exchange and the Hay & Grain Exchange, and they seek to have the assessments declared void. A restraining order was issued by Judge Lewis and a hearing was granted the two parties to the suit in the district court Aug. 28.

MINNEAPOLIS LETTER.

The Atlantic Eltr. Co. has increased its capital from \$300,000 to \$1,000,000; George C. Bapley, pres.; George L. Start, sec'y.

The Minneapolis Chamber of Commerce has amended its rules to make the commission charges on flax 1 cent a bu. instead of 1 per cent.

The Minneapolis & Northern Eltr. Co. has been directed by the federal court to turn over the property to the Pillsbury-Washburn Flour Mills Co. to carry out the plan for reorganization.

Terminal eltrs. in this city are taking advantage of the change in the law to become public warehouses. Heretofore the bond required has been so heavy many preferred to remain private houses, but a public warehouse has a better commercial standing in several ways.

Eltr. companies have been notified by the Minnesota Railroad Commission that the practice of demanding an extra pound of oats to the bu., in lieu of dockage, is contrary to law. Fine may be from \$50 to \$100 and imprisonment from 30 days to 3 months. License also may be forfeited.

J. G. Walter, pres. of the defunct Plymouth Eltr. Co. of Sioux Falls, S. D., was brot here Sept. 7 from Saskatoon, Sask., under arrest. The complaint, signed by the H. Poehler Co., grain dealers, alleges that Walter borrowed \$16,000 prior to last July by representing that the Plymouth Eltr. Co. owned property valued at \$71,679, and that the statement was untrue.

The Consumers Malting Co. has plans to double the capacity of its Minneapolis plant. Since its purchase of the plant of the Douglas Linseed Oil Co. it has spent nearly \$200,000 in completely remodeling the buildings, reconstructing the central portion, running up the eltr. 50 ft. higher and arranging the storage part of the plant. It is now ready to receive barley, and will make its first malt in the new plant Oct. 1.

The McGuire-Atwood Co. has changed its name to the Atwood-Stone Co., without changing the management. H. G. Atwood, who has been at the head of the company for the past 20 years, will continue as president; C. S. Wallace, sec'y. and treas.; and E. J. Wenzel will continue to manage the company's Duluth office. W. H. Stone of this city, well known in the northwest, has increased his interests in the firm and will take an active part as vice pres.

A. E. Chamberlain, sup't of the Farmers' Institute Board of Brookings, S. D., came to Minneapolis recently and conferred with representatives of 25 of the principal grain firms on the method that should be adopted to promote the use of better seed in the northwest. The suggestion made that met with the greatest favor was that the matter be put up to the country eltr. companies. Each eltr. at a country station would devote one bin to a particular variety of seed grain. The managers of the houses at this station would get together and after consultation determine what variety of each grain was the most profitable to grow in that vicinity. Having done this they would unite to induce the farmers to grow this particular variety. It is believed that some such plan as that outlined at the recent conference will be adopted by the large firms which control large numbers of country eltrs. The plan will be started by A. G. Moritz, John D. McMillan, J. L. McCaull, A. W. Goetz and Frank R. Durant.

MISSOURI.

St. Joseph, Mo.—The Gregg Grain Co. has succeeded the John H. Gregg Estate.

Cyrene, Mo.—S. M. Sanderson will build an eltr. here in the spring.—M. W. Henry, mgr. Eolia Eltr. Co., Eolia, Mo.

St. Joseph, Mo.—A. J. Brunswig Grain Co. incorporated by A. J. Brunswig, Chas. E. Jessop and C. A. Clark; capital, \$50,000.

Kansas City, Mo.—G. Clinton Adams, of the Geo. A. Adams Grain Co., has been admitted to membership in the Kansas City Board of Trade. Mr. Adams is very popular in the local grain trade. B. C. Christopher has recovered from an operation for appendicitis and is back on 'Change.

Kansas City, Mo.—J. C. Dodd, representing Holdridge & Logan, has bot a motorcycle and already has completed a tour for the purpose of buying and selling grain, his itinerary including White-water, Peabody, Herington, White City, Junction City, Abilene, Salina, McPherson, Newton and Wichita.

Clinton, Mo.—W. N. Hopkins has bot the interest of J. M. Hershberger in the eltr. of Foote Bros. which Mr. Hershberger has been operating for the last 5 months.

Kansas City, Mo.—With reference to the trial of H. C. Nunn, chief grain inspector, described in this column Aug. 10, I would say this is purely a political matter. Every member of the Board of Trade who testified proved that we have never had a chief inspector who has seen to it that the grades were so thoroly uniform as has Mr. Nunn. Millers say that during the past two years they have been getting wheat of good and uniform quality delivered on future contracts. Both eltr. and receiving firms testified, and if the in-inspections were so much different from the out-inspections the first people to have complained would have been the receiving houses. I feel certain that not a single member of the Board of Trade would give testimony detrimental to the management of Mr. Nunn.—F. J. J.

St. Joseph, Mo.—Several country shippers of grain and hay mourn the sudden departure of John R. White, erstwhile commission merchant, from the city. About Aug. 1 White appeared in the city and paid a month's rent in advance for an office, rented some furniture and bot part on the installment plan and solicited shipments as the John R. White Commission Co. It is believed that White is not his real name. Among the shippers who suffered loss thru his operations is M. O. Koesling of Bloomington, Kan., who could get no reply to two letters asking for a remittance for two cars of corn. J. L. Frederick says: The facts in this case have been known to the grain dealers in St. Joseph for the past two weeks. When this man, who gave his name as White, first came here, we made inquiries regarding him, but could learn little about him. He did not make any deals with the larger firms here as far as I can learn, but confined his business to small firms and to the feed dealers. His methods seemed to be to promise to pay exorbitant prices for hay and then to sell from a dollar to two dollars under the market price to dealers. Of course, the hay was sold for cash in most cases and he could naturally do a good business when he paid above the market price and sold below it. I think that 50 cars would be approximately correct for his transactions here and when it is figured that a car of hay is worth \$60 to \$100 you will see that a large sum should have been realized.

ST. LOUIS LETTER.

An allowance of $\frac{3}{4}$ ¢ per 100 lbs. elevation on grain from St. Louis and East St. Louis eltrs., effective Sept. 21, is published by the Baltimore & Ohio Southwestern.

John Dower, sup't of the weights dep't of the Merchants Exchange, has reported to the police that cars laden with grain consigned to the exchange are being systematically robbed on the railroad tracks. An investigation is being made.

It is believed that in the arrest of several men in an alleged branch of the Merchants' Stock & Grain Co., an irregularly organized corporation in which elevator boys and at least one policeman were used as dummy directors, the parent concern of the bucket shops that have been disturbing the serenity of legitimate trade in St. Louis, has been discovered. This concern is believed to have supplied stock and grain quotations, stolen from the Merchants' Exchange, to a chain

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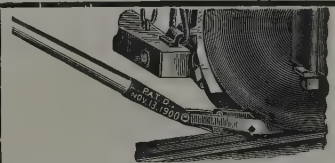
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E. W. WAGNER

165 Board of Trade

CHICAGO



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of 416 bucket shops scattered from one end of the country to the other, and doing an annual business amounting to millions of dollars. Several theories have been advanced as to the manner in which the quotations were stolen, one being that a telescope was used from a building adjoining the exchange and another that the Chicago and New York wires leading into the exchange were tapped in Illinois, before they enter the cables crossing the bridge. The present agitation against bucket shops, it is believed, will result in the crushing out of a vast illegitimate business that has flourished here.

MONTANA.

Forsythe, Mont.—The new eltr. of Chase & Co. began operation a few days ago.

Windham, Mont.—The Rocky Mountain Eltr. Co. is erecting an eltr. at this point.

Moore, Mont.—M. B. Lytle has built an eltr. here of 30,000 bus. capacity with Geo. Sullivan as mgr.—Theo. Terhurne.

Garneil, Mont.—The Western Lumber & Grain Co. is building an eltr. here, capacity 40,000 bus.—Theo. Terhurne, Moore, Mont.

Twin Bridges, Mont.—Wm. O'Laughlin of Fallon, Mont., contemplates the erection of an eltr. here before the opening of next season.

Chinook, Mont.—Material is on the ground for the 30,000-bu. eltr. to be erected here by the St. Anthony & Dakota Eltr. Co., of Minneapolis, Minn.

Wibaux, Mont.—Two eltrs. are being constructed here for the Wibaux Grain Co. and the Farmers Grain Co. The W. Grn. Co. has rented the eltr. of the Minn. & Western Grain Co., and I have been transferred to Braddock, N. D.—F. L. Griffith, agt. Minn. & W. Grn. Co.

Manhattan, Mont.—What is claimed to be the largest steel eltr. west of Minneapolis is being erected at this place for the Benepe-Berglund Grain Co., of Bozeman, Mont., owners of the Beebe Grain Co., of Butte, Mont. The cost of the eltr., which will have a capacity of 125,000 bus., will be \$30,000. Equipment throughout will be modern in all respects, including a system of electric lights. A fire-proof sack house and office are also being built.

NEBRASKA.

Tecumseh, Neb.—I. W. Mackie has bot the Tecumseh Mill Co. plant.—W. S. Bouton.

Stratton, Neb.—John O'Donnell & Son are having an addition built to their eltr.

Sargent, Neb.—A. H. Brooks & Son are having W. H. Cramer build their new 25,000-bu. eltr.

Agnew, Neb.—We have just installed a Sonander Automatic Scale.—J. W. Adkinson, mgr. Nebraska Eltr. Co.

Touhy, Neb.—The Nebraska Eltr. Co. has had a Sonander Automatic Scale installed in its eltr.—W. C. Haglin, agt.

Princeton, Neb.—Norcross & Garrison of Beatrice, Neb., have bot the house of the Omaha Eltr. Co. at this point.

North Bend, Neb.—The new 20,000 bu. cribbed eltr. of the North Bend Grain Co. has been completed by W. H. Cramer.

Rohrs sta., Johnson p. o., Neb.—A cop. company, of which Henry Hector is pres.; H. Rohrs, sec'y.; and Fred Schlange, treas., has bot the eltr. of the C. E. Ord Co.

Franklin, Neb.—Sherman E. Pecht, who has been farming near Inavale, has bot an eltr., grain business and a residence here.

Stromer sta., Glenville, p. o., Neb.—We changed mgrs. Sept. 1. L. O. Graham is our new mgr.—Stromer Grain & Supply Co.

Gibbon, Neb.—R. A. Davis has had his eltr. moved close to the flour mill and is having storage bins built between it and the mill.

Julian, Neb.—I have succeeded Sage & Coryell at this point and will continue the business under my own name at the same eltr. I have managed for the past three years.—L. W. Sage.

Shelton, Neb.—The Trans-Mississippi Grain Co. and the Farmers Eltr. Co., occupying sites on the right-of-way of the U. P. R. R. Co., have received notice to vacate within 30 days.

Plainview, Neb.—Correll Bros. have dissolved partnership and P. D. Correll is owner and mgr. of the grain and lumber business.—P. Christensen, agt. McCaull-Webster Eltr. Co., Rosalie, Neb.

Rosalie, Neb.—The Truax-Atkins Grain Co. of Walthill, Neb., has bot the eltr. here of the Nebraska Improvement Co. and will retain the former buyer, F. A. Farnam.—Peter Christensen, agt. McCaull-Webster Eltr. Co.

Gibson sta., Omaha p. o., Neb.—The Neb.-Iowa Grain Co. has let the contract to the Burrell Eng. & Const. Co. for the erection of a 250,000-bu. addition to its eltr. to cost \$30,000 and increase its capacity to 400,000 bus.

Monroe, Neb.—The Monroe Farmers Ass'n has purchased the eltr., stock yards and cribs here of the Omaha Eltr. Co. An Avery Automatic Scale has been installed and other improvements are being considered. Wheat and corn are our leading crops.—C. O. Hart, mgr.

Omaha, Neb.—The Omaha Alfalfa Mfg. Co. is inviting bids for the erection of a new brick building at its plant in East Omaha. This is the third alfalfa company to locate here, one being on the east side of the river in Council Bluffs, and the other two on the Omaha side.

Central City, Neb.—The machinery of the new 17,000-bu. eltr. of the Farmers Eltr. Co. was set in motion and the first load of grain received Aug. 23. Claud Willoughby is mgr. Machinery is operated by a 9-h.p. Witte Engine. A coal shed is being built adjoining the eltr. and a retail coal business will be conducted.

Omaha, Neb.—John E. von Dorn, a former grain dealer giving his occupation as a lawyer, has filed petition in voluntary bankruptcy with total liabilities scheduled at \$16,388.83 and assets \$8,275.96. Among the creditors are the Geo. A. Adams Grain Co. of Kansas City, \$1,700; W. Van Dohren of Millard for grain, \$1,600; and miscellaneous grain contracts running from \$1,700 down to \$100.

Central City, Neb.—T. B. Hord, head of the grain firm bearing his name and known as the largest cattle feeder in Nebraska, was seriously burned at his home, Aug. 25, by an explosion of acetylene gas. He has an acetylene plant in the basement of his residence. While trying to determine why it was out of order a match was struck and an explosion followed that was heard all over town. He was severely burned about the face, neck and legs, and his clothing almost stripped from him. No serious results are feared.

Lincoln, Neb.—With a view toward establishing a cash grain market in this city four grain merchants of Lincoln have incorporated the Lincoln Grain Exchange with a nominal capital of \$25,000. Charter members are Elliott Lowe, J. S. Ewart, E. D. Foster and F. E. Roth. The officers are: Pres., Elliott Lowe; vice presidents, J. S. Ewart and E. D. Foster; sec'y and treas., Herbert Beachly. The board of directors comprises the same men, together with F. E. Roth, H. E. Gooch and F. J. Rehlaender. Messrs. Lowe, Ewart and Attorney C. S. Rowe are the committee to formulate rules and regulations. They will be guided in this work by those of the Kansas City, St. Joseph and Omaha exchanges. As soon as the committee has its report ready, another meeting will be called and the rules formally adopted. Quarters will be taken in the top floor of the Fraternity Bldg.

Western, Neb.—Unable longer to carry the burden of more than \$60,000 of debts, Eugene McCann, who has operated an eltr. here which he rented from the Exchange Bank of Ong, that he now owes \$13,000, has filed a petition in involuntary bankruptcy, scheduling his secured debts at \$8,965, his unsecured debts at \$46,605 and his assets, including his surety properties, at less than \$11,000. One of the secured claims is a \$6,000 loan from a bank here, secured by a mortgage on 10 lots on which are his corn cribs, his eltr. and his home. He estimates this property to be worth \$10,500, but claims \$2,000 exemption on account of the homestead. Two other secured debts aggregate \$2,965 to life insurance companies on a \$5,000 insurance policy in the name of his wife. Among property listed as of no value to the estate are insurance policies for \$16,000 in favor of his wife. Of the unsecured claims he owes \$42,605 to banks in St. Joseph, Mo., Geneva, Strang, Deshler, Ong and Clay Center; \$3,000 unsecured to the estate of J. O. Walker of Davenport, Neb., and \$1,000 to Thomas B. Kerr of Hastings. In addition to these Mr. McCann claims three other notes of \$5,000 each, held by the estate of J. O. Walker, have been renewed and are therefore of no value, and says the same of two notes held by creditors in Pennsylvania which he says were renewed but never surrendered.

NEW ENGLAND.

Quincy, Mass.—Walter W. Ewell of this city, former manager for several years of the Ambler & Hobart Grain Co., died at his home here Aug. 27.

Boston, Mass.—The grain committee of the Chamber of Commerce appointed Aug. 30, consists of George O. Proctor of East Cambridge, Rodney T. Hardy and Charles F. Marden.

Fall River, Mass.—William L. Winslow, a well known business man of this city and a member of the grain and hay house of Mackenzie & Winslow, died at his summer home in Touisset, Mass., Aug. 17, aged 60. He is survived by his wife, a son and a daughter.

NEW JERSEY.

Jersey City, N. J.—The Vile Hay & Grain Co., incorporated; \$50,000 capital stock; incorporators, E. M., W. C. Vile and W. H. Wood.

NEW YORK.

BUFFALO LETTER.

No car shortage yet, but all shippers are getting ready for it.

The new Washburn-Crosby eltr. is finished so far as the walls are concerned and will be ready to take grain this fall.

John D. Shanahan, who was so long the chief grain inspector of this market, but now a government official, was here recently looking into the corn situation.

Philos G. Cook, sec'y of the Western Elevating Ass'n, fell over an obstruction in the street a few days ago and injured his knee so that he is confined to his bed.

It is observed that the durum wheat which is handled here is often full of oats, but the trade does not mind that much, as grain prices are such now that most of this wheat is sold for chicken feed.

New York is open to complaint on account of its extra terminal charge on grain, but its ocean rate to Liverpool is only 3 cents, while the rate from Montreal is 6 cents, so Montreal is getting its business out of some big reduction of the domestic rate.

Dudley M. Irwin has returned from his trip to the Adirondacks. The office reports that the barley trade is still quiet, but that malsters are not so timid as they were last fall and will buy as soon as the season opens if the prices are low enough to suit them.

The oats movement is as large as ever, most of them coming in by rail. The amount runs to 100 cars or so a day for inspection, with sometimes 25 cars of corn. It is estimated that this inspection department covers about 80 per cent of the grain that goes through here.

The complaint of the Ryan Elevating & Forwarding Co. against the switching charges on cars moved from its eltr. to the New York Central probably will be dropped by the Public Service Commission, the defense of the Central being that the eltr. is on the Lackawanna.

The eltrs. are slowly gaining on the amount handled a year ago and the pool is in a very tranquil condition, very little being handled outside of it, except what goes through the prorating rail houses. It is said that the new Wheeler eltr. will not be ready for business this season.

The sale of grain is pretty slow, on account of the general idea among buyers that prices are coming down still further. Everything is more or less out of level, as for instance the price of Kansas wheat is about 7 cents more than the corresponding grade of spring wheat, so the millers cannot touch it.

Capt. J. J. H. Brown, the vessel owner, said that the worst thing this port had to work against was the tariff, which not only made it impossible for us to use Canadian grain, but the full tariff is charged on grain that is damaged in transit, so that it has to be thrown away, as it will not sell for enough to pay the tariff on it. This makes all shippers very timid. New York complains that it is being cut out of the grain business by the rate of 5½c on wheat, and Buffalo of course suffers in the same way on all eastbound business that does not go on thru rates. Ten years ago it was claimed by the trunk lines that they could carry grain to New York at 8½ cents on wheat and make a profit. This was made an argument against the enlargement of the Erie canal. It was also claimed that the rate would go still lower, but instead the

rate is sometimes as high as 6½ cents. Canal rates are only 3½ cents on wheat to New York, so it is getting a good share of the business.—J. C.

NORTH DAKOTA.

Cleveland, N. D.—The Farmers Eltr. Co. will build an eltr.

Verona, N. D.—The eltr. of Andrews & Gage is being repaired.

Hettinger, N. D.—The Columbia Eltr. Co. will build a 40,000-bu. eltr. here.

Anamoose, N. D.—The eltr. of the Car-gill-Robb Eltr. Co. is being enlarged.

Crete, N. D.—A. G. Kennedy is the new grain buyer for the Thorpe Eltr. Co.

Cummings, N. D.—Selmer Larson is the new grain buyer for the National Eltr. Co.

Kloten, N. D.—Fred Waller will have charge of the eltr. of the Heising Eltr. Co.

Grafton, N. D.—The Grafton Roller Mill Co. is building an addition to its eltr.

Bisbee, N. D.—Ernest Shulenberg will have charge of the eltr. of the Farmers Eltr. Co.

Bowbells, N. D.—E. W. Eaton again has charge of the eltr. of the C. G. Ireys Eltr. Co.

Bottineau, N. D.—Thos. Gardner has been appointed mgr. for the Farmers Eltr. Co.

Buffalo, N. D.—C. B. Freeman is the new mgr. at the eltr. of the Monarch Eltr. Co.

Taylor, N. D.—Contract for the new farmers' eltr. has been given to McCarthy Bros.

Dunseith, N. D.—J. H. Flahaven has been engaged as mgr. for the Farmers Grain Co.

Lakota, N. D.—C. T. Culver will be local agt. for the Minneapolis & Northern Eltr. Co.

Flaxton, N. D.—E. M. Adams will take charge of the eltr. of the Flaxton Farmers Eltr. Co.

Douglas, N. D.—J. O. Johnson has taken charge of the eltr. of the Osborne-McMillan Co.

Dogden, N. D.—Jacob Brokofski has charge of the eltr. of the Schmidt & Gulack Eltr. Co.

Wimbledon, N. D.—George Haughton has opened an independent eltr. for a local company.

Wahpeton, N. D.—The new eltr. under construction by Ernest Hopkins is almost completed.

Buford, N. D.—The St. Anthony & Dak. Eltr. Co. is preparing to build a 50,000-bu. eltr. here.

Minto, N. D.—Ely Salyards & Co. of Duluth have opened their eltr. with S. W. Oliver in charge.

Crete, N. D.—Henry Gerdes of Wellsburg, Ia., has come here to work at the eltr. of J. J. Peters.

Columbus, N. D.—Matt Hagen has taken the position of buyer at the eltr. of the Northland Eltr. Co.

Max, N. D.—G. F. Loucks of Kermit, N. D., has taken charge of the eltr. of the Homestead Eltr. Co.

Overly, N. D.—The eltr. of the Woodworth Eltr. Co., built to replace the one destroyed by fire last winter, is completed.

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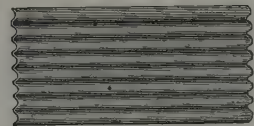
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Walum, N. D.—The Western Eltr. Co. has bot the eltr. here of the Acme Eltr. Co. Ole Tausan is buyer.

Kermitt, N. D.—The Canadian grain annex to the eltr. of the Minnekota Eltr. Co. is now completed.

Colfax, N. D.—The eltr. of the Cargill Eltr. Co. was struck by lightning, Aug. 23, and damaged considerably.

Tower City, N. D.—G. W. Kelley will manage the eltr. for the Farmers Eltr. Co. during the coming season.

Ardoch, N. D.—The McGuire & Atwood eltr. near this place will be opened with Robt. Stevenson in charge.

Cogswell, N. D.—The eltr. of the Empire Eltr. Co. has been improved by the installation of a gasoline engine.

Manfred, N. D.—O. C. Parks, of Glenwood, Minn., has taken charge of the eltr. of the C. G. Ireys Eltr. Co.

Jud, N. D.—Farmers Eltr. Co. incorporated by J. E. Brady, H. E. Putnam and others; capital stock, \$10,000.

Beach, N. D.—I have just bot the eltr. of D. L. Lytle at this place and am putting in a coal shed.—A. H. Lytle.

Tioga, N. D.—Clark R. Cole has taken the local agency for the Victoria Eltr. Co. and will open for business soon.

Merricourt, N. D.—Mr. Hauter of Monango has taken charge of the eltr. recently purchased by W. A. Colwell.

Sherwood, N. D.—Ed Lunby has been engaged to buy grain for the Anchor Grain Co. Eric Arneson has resigned.

Fessenden, N. D.—The 20,000-bu. annex to our eltr. at this place has just been completed.—Agt. Victoria Eltr. Co.

Braddock, N. D.—I have been transferred here from Wibaux, Mont.—F. L. Griffith, agt. Minn. & Western Grain Co.

Penn, N. D.—Mr. Cornell of Mapes has succeeded Mr. Prendergast as local agt. for the Minn. & Northern Eltr. Co.

Fessenden, N. D.—I now represent the Minnekota Eltr. Co.—Jno. Walsh, formerly agt. Anchor Grn. Co., Bisbee, N. D.

New Salem, N. D.—The Columbia Eltr. Co. will build a large eltr. here, and A. F. Dietz & Sons are building a second eltr.

Grano, N. D.—L. E. Eaton is grain buyer at the eltr. of the C. G. Ireys Eltr. Co.—H. W. Price, agt. Atlantic Eltr. Co.

Cooperstown, N. D.—T. M. McMichael, formerly buyer for the Cargill Eltr. Co., has gone with the Federal Eltr. Co.

Bisbee, N. D.—I think the eltr. of the Anchor Grain Co. will be closed at this point.—Jno. Walsh, former agt., Fessenden, N. D.

Wales, N. D.—The newly organized farmers' company has engaged Fred Hornung as grain buyer and mgr. for the season.

Driscoll, N. D.—Equity Grain & Mercantile Co. incorporated by K. A. Ersland, H. H. Rice and others; capital stock, \$10,000.

Anamoose, N. D.—Carpenters are at work rebuilding the eltr. of the Victoria Eltr. Co.—Agt. V. Eltr. Co., Fessenden, N. D.

Barton, N. D.—The house here of the Imperial Eltr. Co. will remain closed this season. I have been transferred to Denhigh.—F. H. Colby, agt.

Mylo, N. D.—R. S. Roberts has resigned as agt. for the Northland Eltr. Co. here. T. H. Bloise has taken a position as grain buyer with the Atlantic Eltr. Co.

Goodrich, N. D.—Davis & Hendricks have begun the erection of a 25,000-bu. eltr. near their feed mill, and will push the work to completion.

Shenene, N. D.—We understand the Federal Eltr. Co. is not going to open its eltr. here this season.—P. A. Peterson, mgr. Farmers Eltr. Co.

Kuroki sta., Westhope p. o., N. D.—Farmers Eltr. Co. incorporated by E. A. Borsheim, Hugh Mill, Allen Ashley and others; capital stock, \$10,000.

Lignite, N. D.—We sold the eltrs. here and at Aurelia to McIntyre & Weir of Bantry, N. D.—Stair, Christensen & Timerman, Minneapolis, Minn.

Rolla, N. D.—The newly organized farmers' company has bot the 25,000-bu. eltr. of the National Eltr. Co. for \$4,800, and will incorporate for \$10,000.

Velva, N. D.—Gilbertson Bros. have succeeded Byerly & Gilbertson, W. E. Byerly having sold his interest in the eltr. to Gilbert and E. Gilbertson.

Max, N. D.—A. Riehe is the new local agt. for the Osborne-McMillan Eltr. Co. Albert O. Freitag will have charge of the eltr. of the Minnekota Eltr. Co.

Grand Harbor, N. D.—O. A. Moen is grain buyer for the Farmers Grain & Shipping Co. and I represent the St. Anthony & Dak. Eltr. Co.—J. M. Morgan.

Mantador, N. D.—The Osborne-McMillan Eltr. Co. will put a new foundation under its eltr. at this place and give it a general overhauling.—W. F. Benz, agt.

Griffin, N. D.—The Farmers Eltr. Co. incorporated for \$5,000 by O. T. Gilbert, Wm. Bean, Geo. H. Gilmore and others, will begin to build a 20,000-bu. eltr. at once.

Donnybrook, N. D.—I have given up the lease of the eltr. I recently took over here and am with the Wm. Dalrymple Con. Co.—D. A. McLeod, Grand Forks, N. D.

Hong sta., York p. o., N. D.—Hong Farmers Eltr. Co. incorporated by John Steen of Knox, James Else and Frank Fay of York and others; capital stock, \$20,000.

Kintyre, N. D.—The Farmers Eltr. Co. has been incorporated with a capital of \$7,000 by P. C. Levine of Kintyre, Wm. McAllister and John Holste of Braddock and others.

Oriska, N. D.—George Cruikshank has succeeded C. C. Wiemalz, resigned, as grain buyer for the Monarch Eltr. Co. Mr. Wiemalz will buy for the same company at Fabian.

Cummings, N. D.—A wind storm having a rate of 70 miles per hour struck this village in the evening of Aug. 22 and overturned the annex to the eltr. of the Duluth Eltr. Co.

Havana, N. D.—The Havana Eltr. Co., a farmers' organization, incorporated by J. P. Williamson, John Powers, Lewis Johnson and others, has bot the eltr. of the Cargill Eltr. Co.

Hampden, N. D.—The St. Anthony & Dakota Eltr. Co. bot the eltr. of Spaulding Bros. here. McCabe Bros. will not run their eltr. this year.—H. A. Osborne, agt. Duluth Eltr. Co.

Greene sta., Mapleton p. o., N. D.—Construction has begun on the 30,000-bu. eltr. for the recently organized Mouse River Farmers Co-op. Eltr. Co.; and M. O. Hall is considering building both an eltr. and a feed mill here.—J. B. Meyers, agt. Northland Eltr. Co., Grano, N. D.

Arvilla, N. D.—The recently incorporated Farmers Eltr. Co. has rented the warehouse of the Minneapolis & Northern Eltr. Co., under the management of Mr. Parsons.

Rollette, N. D.—H. J. O'Connell will be grain buyer for the recently organized farmers' company that bot of Mr. Edwards the eltr. formerly operated by the Farmers Exchange.

Hurd, N. D.—The new eltr. of H. G. Gage, replacing that burned last June, is rapidly nearing completion. All that remains to be done is to shingle the roof and install the machinery.

Nekoma, N. D.—The Farmers Grain & Fuel Co. was organized Aug. 21; capital, \$10,000; R. C. McMurray, pres. O. J. Oakland, A. N. Flon, Robt. Lillikow and 4 others form the directorate.

Hamar, N. D.—The Farmers Eltr. Co. of Hamar has been incorporated by John J. Anderson of this place, Wm. McAllister and John Holste of Braddock and others; capital stock, \$7,000.

Ryder, N. D.—The lately incorporated Farmers Equity Eltr. Co. has sold the eltr. it recently bot of the Osborne-McMillan Co. to the Dodge Eltr. Co. of Minneapolis. C. C. Afedt will have charge.

Ambrose, N. D.—The recently organized Farmers Co-op. & Trading Co. has bot the eltr. of the Homestead Eltr. Co. and has retained Otto Turbett as mgr. He has had charge of it for the past two years.

Hickson, N. D.—The Baldwin Eltr. Co. is improving and painting its line of eltrs. Ed. Foss of Christian will succeed C. A. Fitch as mgr. of the company's eltr. here. Mr. Fitch has been transferred to Fairmont, N. D.

Shola sta., Lansford p. o., N. D.—O. E. Nelson is the new local agt. for the Minnekota Eltr. Co. and Fred Lund has charge of the eltr. of the Atlantic Eltr. Co.—J. B. Meyers, agt. Northland Eltr. Co., Grano, N. D.

Kenmare, N. D.—B. A. Enochson, who for several years has been buyer for the Kenmare Farmers Eltr. Co., has resigned his position, having leased the eltr. of Wm. Putnam, which he will operate on his own account.

Crosby, N. D.—A. J. Smith of Norwood, Minn., has taken charge of the eltr. of the Rugby Mlg. Co. Anton Jacobson has bot the old eltr. built by Nelson & Koester and will move it to his siding where he will buy grain.

Mott, N. D.—F. M. Whaler of Minneapolis, representing the Columbia Eltr. Co. has obtained a site for an eltr. here on the Milwaukee's right-of-way. Construction will begin as soon as the depot site is determined. Cost, about \$5,000.

McVile, N. D.—We have bot some of the eltrs. of the Hennepin Eltr. Co. Most of its eltrs. had been disposed of previous to our purchase. The North Dakota stations at which we bot are: Galtchutt, McVile, Nanson and Kuroki.—St. Anthony & Dak. Eltr. Co., Minneapolis, Minn.

New England, N. D.—The Columbia Eltr. Co. will build an eltr. here to cost about \$5,000. The company has a line of eltrs. in Minnesota and intends to enter this state along the extension of the Milwaukee between McCullough and this point. Their houses will have a capacity of about 40,000 bus. and a 60,000-bu. store room with up-to-date equipment. A. Gardner and O. B. Dibble will also build an eltr.

Hamilton, N. D.—Only three eltrs. will be operated here this year—the North-western Eltr. Co., E. R. Marquadt, agent; McCabe Bros., L. E. J. Willson, agent, and St. Anthony & Dakota Eltr. Co., J. W. Caulfield, agent. The Duluth Eltr. Co. and the National Eltr. Co. will not open.—J. W. Caulfield.

Grano, N. D.—Mouse River Farmers Co-op. Eltr. Co. incorporated by Ole Person of Grano, W. J. Snider of Donnybrook, Kent Yale of Tolley and others; capital stock, \$10,000. Wm. A. Gogstetter is sec'y and treas. The company has one eltr. under construction at the new town of Greene on the Soo Ry. about 7 miles west of this station.

Bismarck, N. D.—Gov. Burke has appointed J. T. Clifford of Mohall and O. H. Brown of Benson County as North Dakota members of the Minnesota Board of Grain Appeals. They have no vote on the board but are advisory members only. The salary is \$3,000 per annum. A report will be made to the governor to be submitted to the next legislature.

Binford, N. D.—Shortly after midnight of Aug. 27 the eltr. and coal shed of the Gt. Western Eltr. Co. and a coal shed of the Acme Grain Co. burned. The grain loss is not large as only about 300 bus. was in the eltr.; but the coal loss is considerable, as the bins contained about 200 tons, some 30 of which had just been received the day before. August Evers, agt. for the Gt. Western Co., has no idea how the fire started, except that it may have been caused by tramps, who frequently camp under the driveway where the fire was first noticed.

Judson, N. D.—When the Judson Mercantile Co. asked permission of the R. R. Co. to put an eltr. on its right of way 4 other applications had been made, which the R. R. Co. considered sufficient to care for the grain trade of so small a place, and refused the request of the Merc. Co., which then built its eltr. off the right-of-way, and now wants connection with the railroad, since last year it had to haul to the cars in wagons the 75 car loads of wheat it shipped. The railroad claims it can not make the connection without building at least 1,000 ft. of new track, for which the Merc. Co. must pay toll. The Merc. Co. has referred the matter to the state R. R. Commission.

Bismarck, N. D.—The board of railroad commissioners has issued a card describing the various grades of grain that will be recognized in the state this fall. Commissioner O. P. N. Anderson was present in St. Paul when the Minnesota grades were established and gained valuable information for the use of the North Dakota board, which lists 30 grades of wheat from No. 1 hard to No. 4 velvet chaff. Durum is classified in 4 grades. Corn has 8 classes; oats, 11; rye, 3; barley, 8; speltz, 3; flaxseed, 4. The board will issue a bulletin to dealers explaining the manner of testing. It has also prepared a letter to be sent to eltrs., warehouses and flour mills that have not complied with the new law in regard to bonds and license money. Since Sept. 1 it has been unlawful for such houses to operate without a license and bond, and the board is determined to enforce the law and prosecute delinquents.

OHIO.

Montpelier, O.—I have sold my eltr. to the S. S. Earhart Grain Co. of Burkettsville, O., so please discontinue my ad. in the Grain Dealers Journal. Thank you for selling my eltr.—D. A. Lantz.

Kalida, O.—Edward Fower has bot the business of the Kalida Grain & Lumber Co.

Cincinnati, O.—John A. Ferger, of August Ferger & Co., has applied for membership in the Chamber of Commerce.

Amanda, O.—We have purchased the G. W. Ruff, the A. E. Huston, and the S. B. Swope eltrs. and have consolidated same.—The Huston & Swope Co.

Toledo, O.—The Lappe Grain Co. is a new concern that has engaged in business here, coming from Pittsburg. The company has joined the Produce Exchange.

Cincinnati, O.—W. W. Granger, pres. of the Grain Dealers' Credit Ass'n, acted as toastmaster at a dinner given by the organization at the Zoo clubhouse Aug. 26. More than 100 local grain men were in attendance.

Cincinnati, O.—The Gale Bros. Co. of this city has issued a very attractive calendar, the chief feature of which is a reproduction in colors of the painting by Gutman representing a boy and girl intent on their school books, entitled "School Days."

Toledo, O.—As a result of the death of William Steadman, 27 years old, who was smothered Aug. 21 in a grain chute at the eltr. of the Northwestern Eltr. & Mill Co., Coroner Henzler has announced that he will require iron gratings be placed over all grain chutes.

Cincinnati, O.—B. W. Wasson, grain merchant, was elected, Aug. 26, an honorary member of the Chamber of Commerce. Mr. Wasson, who was 80 the day of his election, joined the chamber in 1864 and several times has held official positions. He is now vice pres.

Dola, O.—A scooper from Ada, O., is demoralizing the market here, paying 2 to 4 cents more for oats and corn than the grain is worth. The eastern receivers who encourage him in his profitless methods will get only their dues if they eventually suffer loss thru overdrafts. The only regular dealer is Western Grain Co.

Cincinnati, O.—August Ferger & Co.'s eltr. was burned Sept. 1 with a loss of about \$22,500, insurance \$5,000 on building and \$17,500 on contents. The Southern Grain Co. of Knoxville, Tenn., owned the building and it is not known whether the eltr. will be rebuilt. Crossed wires are believed to have started the fire. Considerable wheat was stored in the eltr.

Toledo, O.—The fine new grain building now being erected for the cereal exhibit of the Lucas county fair, Sept. 13-18, is nearing completion. Three states will participate in this fair—Ohio, Indiana and Michigan. Thousands of dollars have been spent in improving the general appearance of the grounds. E. H. Culver, chief grain inspector, is mgr. of the grain exhibition.

Cincinnati, O.—Henry Good, pres. of the Consolidated Hay & Grain Co., is charged with embezzlement by the Holmes Hay & Grain Co., of Portland, Ind., which alleges that it shipped a car of hay to defendant and never received payment, its net proceeds amounting to \$77.40. Mr. Good has been released on bond. He denies that he had appropriated the money and declares that he is not personally responsible for the debt. Jos. B. Kelley, attorney for the Consolidated Hay & Grain Co., states that the debt is against the company and is a disputed one; that the charges against Good are merely part of a scheme to force payment.

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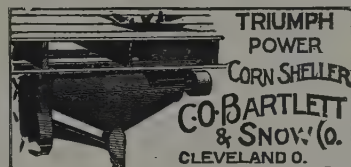
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EDWARD R. TAYLOR
Manufacturing Chemist Penn Yan, N. Y.

Toledo, O.—Effective about Oct. 1, the Toledo Switching Tariff of the Toledo, St. Louis & Western R. R. Co. will be amended so as to enable the road to absorb connecting lines switching on all grain moving into Toledo via their rails from competitive points along that line and on grain reaching it from cross lines at any of its junctions. With this effective, shippers will likely favor this line with grain bound to Toledo.

Cincinnati, O.—Considerable opposition has developed among hay and grain men of the Chamber of Commerce to the recently adopted revised rules for the official weighing bureau. Few concerns thus far have signed the agreement approving the action of the special committee which had the revision in hand. The difficulty lies in the lack of harmony between the special committee representing the grain trade and the railroads and the special committee of the board of directors of the Chamber of Commerce. Instead of the report of the first named committee being delivered to the board directly it passed thru the hands of the board's special committee where alterations were made.

Lima, O.—The regular bi-weekly meeting of the Northwestern Ohio Grain Dealers Ass'n was held Sept. 8 in the parlor of the Lima House. Local conditions were discussed. W. H. Euller, one of the visiting millers, was asked to give a talk and he strongly advocated co-operation between the shipper and miller, better seed and increased production. Among those present were Pres. W. T. Dolbey, Delphos, O.; Field Sec'y C. G. Egly, Berne, Ind.; D. R. Risser, Vaughnsville, O.; Robt. Kolder, Spencer, O.; J. F. Wether, Spencerville, O.; H. C. Tintman, Toledo; C. L. Curless, Lima; Oscar M. Gibson, Baltimore, Md.; W. H. Frisinger, Rockford, O.; E. G. Odenweller, Otterville, O.; A. H. Raabe, Ft. Jennings, O.; W. H. Hill, Oakwood, O.; P. P. Steiner, Pendera, O.; C. S. Behmyer, Rockford, O.; Jos. Osterhage, Kalida, O.; B. F. Schmiesing, miller, Munster, O., and Julius Gilbert, miller, New Bremen, O. Pres. Dolbey announced that the next meeting would be held in two weeks at the same place.

Toledo, O.—The farewell dinner tendered Charles B. Jenkins by the Ohio Millers State Ass'n was a highly successful affair. The event, which occurred on Saturday evening, Aug. 28, in this city, attracted the attendance, among others, of all the former presidents of the organization. A cut depicting Mr. Jenkins' well known features adorned the first inside page of the menu card following which was the menu presenting a satisfying array of solid and liquid refreshments. After the dinner was concluded a number of songs enlivened the occasion, among which may be named the following, a stanza of each being printed on the menu card: "America," "Cuddle Up a Little Closer," "Hail, Hail, the Gang's All Here," "Dixie," "Harrigan," "I'll Do Anything," "Charlie, We'll Remember You," "Auld Lang Syne" and "I Wonder Who's Kissing Her Now." The ass'n presented "Charlie" with a fine traveling bag, and in the language of one of the committee on arrangements, "what goes with it." Mr. Jenkins has assumed the management of the Noblesville Milling Co., Noblesville, Ind., and leaves for his new scene of activity with the sincerest hopes for his success of a very wide circle of friends.

Cleveland, O.—For 33 years Jack Quinlan has driven horses for the Union Eltr. Co. of this city and for almost 20 years he has held the reins over the same team. That team is "Bull" and "Tom," two of the best behaved and most intelligent bays that ever drew a dray in this town, Jack avows. Quinlan holds that horses rival man in intelligence or even surpass him in some respects. For instance they do not worry. "A horse," says Jack, "takes it just as easily and pulls along as nicely when he has a load of 100 bus. of oats as when he has 50. Now you'll find that some men worry more when they have a heavier load but not so with horses." Quinlan will enter his team in the Labor Day workhorse parade in which last year he won second prize.

OKLAHOMA.

Wakeena, Okla.—An eltr. has been completed here by the Farmers Grain Co.

Cashion, Okla.—The Crum Eltr. Co. has bot the Farmers Eltr. here.—Cavanaugh Bros.

Navina, Okla.—The Bell Eltr. Co. has bot the plant of the Navina Eltr. Co.—Cavanaugh Bros.

Waukomis, Okla.—The El Reno Mill & Eltr. Co. offers a reward of \$100 for the arrest and conviction of the person who set fire to its eltr. here Aug. 29.

Geary, Okla.—E. J. Webb has just completed 10,000 bus. cribbed, iron clad eltr., 25 h.p. gasoline engine, sheller, 2 corn grinders; first class in every respect.—S.

Okarche, Okla.—The Kingfisher Mill & Eltr. Co. has bot the eltr. of Standard & Son at this place and appointed B. A. Henderson mgr. Mr. Standard retires on account of ill health.

Watonga, Okla.—Marshall Bros., who recently bot the State Eltrs. here, have increased the capacity 2,000 bus., have put in chop mill, and will handle flour, coal and implements.—S.

Lockridge, Okla.—The Lockridge Grain Co., of this city has been incorporated with capital of \$7,000. Directors: John O'Connor, M. Yowell, J. T. Simpson, P. T. Bentler, James Storin, A. Comstock.

Hastings, Okla.—The eltr. of C. C. Young of Wichita Falls, Tex., bot by him from W. Clift, last February, burned Aug. 14. Capacity was about 20,000 bus. and valued at \$7,500 with \$4,800 insurance. Little grain was in the eltr.

Mountain Park, Okla.—The eltr. at this point belonging to Frank Chandler of Hobart, Okla., and a car of wheat on the siding were destroyed by fire Aug. 30. The eltr. was operated by Oscar Lovett. Loss \$2,000, insurance \$1,200; loss on the wheat about \$1,300.

New members recently joining the Oklahoma Grain Dealers Ass'n are Northwest Oklahoma Grain Co., Alva, Okla.; Flowers Bros. Oklahoma City, Okla.; Major Moberly, Oklahoma City, Apache Milling Co., Apache; M. H. Converse, Waukomis, and Early Grain & Elevator Co., Amarillo, Tex.

Billings, Okla.—The Midland Eltr. Co., which recently bot the eltr. of the Home Grain Co., has closed its office and eltr. here for the season and Mr. Burgin, who has bought grain for the company, has been made mgr. of the Enid Mill & Eltr. Co.'s business. The latter company will not only buy grain but will sell flour and feed at retail and wholesale.

Red Rock, Okla.—A charter has been granted the Sitter Eltr. Co.

Oklahoma City, Okla.—The Oklahoma City Board of Trade has under consideration propositions for the erection of a large terminal eltr. and warehouse. The necessity for something of this kind is very apparent as it will be the only public house in the state and Oklahoma is fast becoming a grain state. The location likely will be on the new belt line that runs to the Morris Packing Co.'s new \$3,000,000 plant.—C. V. Topping.

OREGON.

Pendleton, Ore.—The Open River Transportation Co. has been endeavoring to demonstrate to local farmers the advantage of water transportation for their grain shipments. It is believed that double the amount of wheat usually hauled to Cold Springs landing will be delivered there this season as the grain is worth 3c more per bu. there than at any railroad station in Umatilla county.

PENNSYLVANIA.

West Leesport, Pa.—James A. Rieser is erecting a grain warehouse.

The 32d annual convention of the Pennsylvania Millers State Ass'n will be held at State College, Center county, Sept. 8, 9 and 10. A fine program has been prepared, one of the features of which will be a trip thru the experimental farms of the State College.

Pittsburg, Pa.—E. B. Saylor, formerly local sup't of the Western Union Telegraph Co., William H. Thompson, and William H. Smith, brokers, were placed on trial here Sept. 7, on charges of conspiracy growing out of the "leak" of market reports transmitted over the wires for the Chicago Board of Trade, Isaac N. Barto, former wire chief of the company, accused of a misdemeanor in connection with the same case, was also in the court room. In the indictment it is asserted that the men conspired to defraud the Chicago Board of Trade by unlawfully cutting and tapping the wires of the company.

PHILADELPHIA LETTER.

Corn exports from this port. for the past eight months show an increase of 2,021,454 bus., and the receipts for the same time 1,253,748 bus.

Chevalier Billy Brazier is getting ready to have all the straw hats called, so look out for trouble when the cool weather sets in, and the grain floor is crowded.

A direct steamship line from this port to Egypt is the latest proposition and the grain men expect to get samples of wheat, corn and oats from the tombs of the Pharaohs.

The United States Government will expend \$12,500,000 in rounding up river and harbor improvement here, and the export grain and other shipping interests are in high glee.

John P. Altberger, sup't of the Philadelphia district of the Western Union Telegraph Co., was arrested here Sept. 7 and held in \$5,000 bail on the charge of diverting private information from the Western Union Co.'s wires. It is understood that the Chicago Board of Trade, the New York Cotton Exchange and the Western Union Co. are back of the prosecution. The technical charge, according to Geo. S. Graham, counsel for the prosecution, is larceny as bailee.—S. R. E.

The Chicago Board of Trade Convention is attracting considerable attention here among the grain men, as they all regard that city as the Hub of the business. Frank E. Marshall, sec'y of the Commercial Exchange, and Emanuel H. Price, chairman of the finance committee, have been named as the official representatives and some of the old time leaders are talking of packing up their dress suit cases for this event.

SOUTH DAKOTA.

Montrose, S. D.—A. C. Cross has bot the eltr. of A. A. Truax.

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Viborg, S. D.—P. C. Dilley is the new agt. for the Duluth Eltr. Co.

Highmore, S. D.—Contract has been let by Mr. Durisch for an eltr.

Houghton, S. D.—The new eltr. of the Atlas Eltr. Co. is about completed.

Vivian, S. D.—Fred Bardell will be grain buyer at the new eltr. of M. King.

Lake Preston, S. D.—Melvin Coulson will be grain buyer for the Ostrout Eltr. Co.

Oneida, S. D.—Eltrs. will be built here by the C. & N. W. Ry. and Atlas Eltr. Co.

White Rock, S. D.—O. R. Lundahl will be grain buyer at the eltr. of Ed Reinhardt.

Plankinton, S. D.—L. A. Leech is the new grain buyer here for the Hunting Eltr. Co.

Langford, S. D.—E. J. Colberg has taken charge of the eltr. of the Farmers Eltr. Co.

Spencer, S. D.—J. J. Mullaney has bot the eltr. of the Lingenfelter Grain & Coal Co.

Clear Lake, S. D.—I have gone to work for Coffey & Carlson at this place.—N. M. Good.

Nunda, S. D.—Emmett Clapham will take charge of the eltr. of the Snyder Grain Co.

Faultknot, S. D.—The work of rebuilding the eltr. of C. E. Warner is about completed.

Draper, S. D.—Schoeneman Bros., Hawarden, Ia., will build an eltr. here immediately.

Westport, S. D.—E. W. Anderson is the new buyer at the eltr. of the J. G. Brady Grain Co.

Farmer, S. D.—C. F. Dunn has let the contract for his eltr. to the Younglove Construction Co.

Adelaide, (no p. o.) S. D.—McBath & Selmser of Watertown, S. D., are building an eltr. here.

Groton, S. D.—J. E. Townsend and J. F. Meyer have bot the eltr. of the J. W. Kraft Estate.

McKain sta., Elkton p. o., S. D.—Gilbert Larson is now mgr. of the Davenport Eltr. Co.'s eltr.

Lake Preston, S. D.—D. A. Houk has been engaged as buyer for the Farmers Co-operative Eltr. Co.

Yahota, S. D.—Warren Welsh is the new buyer for McBath & Selmser.—R. A. Ziebarth, Grover, S. D.

Philip, S. D.—The eltrs. of G. W. Van Dusen & Co. and the Philip Mill & Eltr. Co. have been completed.

Randolph sta., Stratford p. o., S. D.—Mr. Daniels will take charge of the eltr. of the Hawkeye Eltr. Co.

Scenic, S. D.—I have built an eltr. here, size 24x20x28, with 7 bins; run by 6 h.p. gas engine.—H. O. Malby.

Bancroft, S. D.—Paul Fuerstenan is the new agt. for the Cargill Eltr. Co. here.—R. A. Ziebarth, Grover, S. D.

Selby, S. D.—Levi Anderson has succeeded G. E. Dolton as manager of the eltr. of the Crown Eltr. Co.

Harrisburg, S. D.—Repairs on the eltr. of the Hunting Eltr. Co. have been made and a gasoline engine installed.

Fairfax, S. D.—Glynn Bros., of Tabor, S. D., have bot a half interest in the eltr. of Torrence Bros. at this point.

Barbara, (no p. o.) S. D.—Geo. Kusler of Artas and Regan & Hooper of Eureka are going to build an eltr. here.

Wagner, S. D.—W. C. Donohue, formerly mgr. of the Farmers Co-op. Ass'n eltr., has bot the eltr. of Geo. L. Chesley.

Murdo, S. D.—A very good eltr. has just been completed for us by the W. N. Claus Co.—Spracher & Lemon, Sibley, Ia.

Bristol, S. D.—I am out of the grain business.—N. J. Sorum, Bristol, S. D., formerly agt. Rieger Grn. Co., Bristol, S. D.

Britton, S. D.—The Powers Eltr. Co., Minneapolis, has bot the eltr. of E. C. Swan here but will retain Mr. Swan as buyer.

Huffman, S. D.—Frank Frederickson is the grain buyer now at the eltr. of the St. Anthony & Dakota Eltr. Co., L. Anderson resigning.

Platte, S. D.—Booher & Sluiter are putting up an eltr. on the C. M. & St. P. R. R., capacity about 15,000 bus.—John Sluiter.

White Rock, S. D.—A. J. Erickson is the new buyer for the Montevideo Roller Mill Co. at this station.—J. H. Lee, Montevideo, Minn.

Deadwood, S. D.—H. C. Engeman has resigned as agt. for the Great Western Eltr. Co. and has become mgr. for the Farmers Grain & Fuel Co.

Groton, S. D.—The Merchants Eltr. Co., a new concern, has bot the eltr. of the Empire Eltr. Co. here and has appointed Andrew Olson mgr.

Ward, S. D.—Andrew Arnson will operate both the eltr. of the Davenport Eltr. Co. and that of E. A. Brown this season reducing local buyers to two.

Webster, S. D.—A move is on foot to incorporate a farmers co-operative stock company under the name of the Farmers Eltr. & Merc. Co., to take over the Reliance Eltr. of this city.

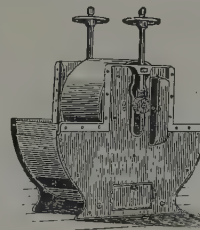
Platte, S. D.—We have been shut down for repairs—installed an 8 h.p. International Gas Engine, rope drive, Hall Distributor and automatic scale. Burelson & Perkins of this city have bot the plant of Fred Chesley & Co. We bot the coal sheds of the company.—Chas. Mix. Co. Farmers Co-op. Co.

Grover, S. D.—The Farmers Eltr. Co. has put in a Howe Dump Scale and Sonander Automatic. The Hawkeye Eltr. Co. has added a machine shop and is carrying International Harvester Co. implements; Carl Krause, agt. The Northwestern Eltr. Co. is painting its eltrs. along the various lines.—R. A. Ziebarth, agt. The Northwestern Eltr. Co.

SOUTHEAST.

Norfolk, Va.—Chesapeake & Ohio R. R. Co. has made application for permit to build a large grain warehouse on the waterfront.

Cast Iron Elevator Boots.



Clean out door upon each side. Equipped with iron pulleys and take ups having a ample bearing surfaces.

Heavy and substantial, no better made.

Size cups	Net price	Size cups	Net price
8x5	\$13.50	11x6 or 7	\$19.50
9x5	15.00	12x6 or 7	22.50
10x5 1-2	16.50		

Other sizes at proportionate prices. Send for our NET PRICE catalog containing a full line of elevator machinery and supplies.

AMERICAN SUPPLY CO.

1110 Farnam St., Omaha, Neb.

The Climax Scoop Truck

Is a scoop on wheels carrying 24 bus. of grain and 200 lbs. of coal. With it a boy can do more than five men with hand scoops.

Saves time and labor, which are money.

Saves fretting and sweating and demurrage bills.

Saves its cost in wear of other scoops.

Be "Up-to-Date" and order now.

Price \$10.00 at Factory

Detroit Scoop-Truck Co.

2225 W. Jefferson Ave., Detroit, Mich.

AS THE WATERS

of the Ohio washes Cincinnati's southern boundary on its way to the sea so the grain produced in the Mississippi Valley is passing thru the hands of the Consolidated Grain & Hay Company on its way to the consumer. Put your grain in the channel which leads to top notch prices and good service.

THE CONSOLIDATED GRAIN & HAY COMPANY CINCINNATI, OHIO

Clark's Grain Tables for Wagon Loads

TWELFTH EDITION

The best and most complete edition of these popular reduction tables ever issued.

It contains 16 grain tables and two pages of freight tables all printed from heavy-faced type in two colors on 175-pound Manila stock. It is re-imposed at back with silk cloth.

It has a string loop attached so it can be hung up beside the scale beam. Marginal index for quickly finding table wanted.

All reductions are complete on one page. It has a range from 100 to 4,000 lbs. on 10-pound breaks.

The tables show the following reductions: Oats at 32 lbs., 33 lbs. and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Barley at 50 lbs. Shelled Corn Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Wheat, 60 lbs., with 1, 2 3 and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu.

Freight table shows rate per bushel at 60, 56, 48 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 30¢ cents in 1¢ cent rises.

Price, postpaid, 50 cents

GRAIN DEALERS JOURNAL

255 La Salle Street

CHICAGO, ILL.

Charlotte, N. C.—W. F. Redman & Co. incorporated with \$25,000 capital stock by W. F. Redman and others.

Lynchburg, Va.—Owen & Jennings is the firm name of John T. Owen and Clyde Jennings, who announce the purchase by them of the local office of the Steele & Brown Co., wholesale grain, hay and produce.

Bluemont, Va.—Bluemont Milling Co., incorporated, successor to the Bluemont Eltr. Co., operators of flour mills. Capital stock \$20,000. Pres. T. P. Simpson, of Paxson; vice-pres., T. C. Iden; sec'y-treas., Earle C. Iden.

Richmond, Va.—A driver for Alvey Bros., grain merchants of this city, was sentenced to 90 days in jail for substituting rock in grain deliveries. The driver declared one of the Alveys told him to substitute stones for the grain which was delivered to the city stables.

Salisbury, N. C.—Charter has been issued to the Overman-Williams Co., this city, to deal in grain, hops and malt and transport grain, including operation of a line of steamers, to and from Jacksonville, Fla. Incorporators: E. R. Overman, T. G. Williams and others. The Kluttz Grain & Provision Co. has been dissolved.

TENNESSEE.

Nashville, Tenn.—Charles B. Sullivan of this city, who was a member of the grain brokerage firm of Rouzer, Sullivan & Co., died a few days ago in Birmingham, Ala., his former home.

Union City, Tenn.—Liabilities of the Hardy Grain Co., which failed Aug. 30, already aggregate \$180,000, and it is reported they will total \$250,000. George Hardy, pres. of the grain company, accidentally killed himself a few days ago.

TEXAS.

Byers, Tex.—We are installing an eltr. at this place which will be in operation by the middle of Sept.—W. H. Dowlen & Sons.

Sanger, Tex.—Edward N. Noble, for several years with the Rock Island Ry. at Fort Worth, Tex., has taken charge of the Eltr. of the Wylie Grain & Eltr. Co. at this point.

Frisco, Tex.—Farmers & Merchants Grain Co. incorporated by L. J. Guldge, W. S. Collingsworth, J. H. Hill and I. S. Rogers, capital \$12,000. Farmers & Merchants Cotton & Grain Co. incorporated by J. H. Hill, W. O. Hill, E. P. Shrader and others, capital \$12,000.

Galveston, Tex.—August clearances for foreign ports of grain loaded at Galveston, show a total of 764,800 bus. wheat, compared with 1,965,440 bus. in August, 1908. Clearances of corn amounted to 110,914 bus. as against none in August a year ago. Total clearances for the year Sept. 1, 1908, to August 31, 1909, were 5,541,805 bus. of wheat, compared with clearances of 9,899,186 bus. during the corresponding period 1907-8 and 10,710,671 during the like period in 1906-7. Clearances of corn for the same period, 1908-9, were 7,677,560 bus. as compared with 5,323,752 bus. in 1907-8 and 4,341,725 bus. in 1906-7.—C. McD. Robinson, chief inspector, Galveston Board of Trade.

UTAH.

Cache Junction, Utah.—A steel eltr. will be erected here by W. O. Kay & Co.; capacity 80,000 bus.—J. H. Barker, Jr.

WASHINGTON.

Hooper, Wash.—The Interior Whse. Co. is adding another 50 ft. to its house here, making the total new extension 100 ft.

Waterloo, Wash.—The Waterloo Warehouse, owned by the Puget Sound Whse. Co., was recently destroyed by fire; insurance covered the loss.

Risbeck, (no p. o.), Wash.—A warehouse has been built here (a new siding between Riverside and Colfax) by the Farmers Union of Colfax.

Waterloo, Wash.—Warehouse and contents of Puget Sound Co. were burned here Aug. 21 by fire started in box car by tramps. Loss about \$8,000.

Kenova sta., Malden p. o., Wash.—The Kerr-Gifford Co. has built a warehouse at this station on the C. M. & P. S. R. R., capacity 100,000 bus.—C. H. Torrance, Agt.

Wohler, Wash.—We were intending to build house this season at this place, on Gt. Northern Ry., but so far have been unable to get a site.—W. Hinshaw, sec'y Farmers Union Eltr. Co.

Penawawa, Wash.—The Farmers Educational & Co-operative Union, incorporated here under the name of the Snake River Warehouse Co., has built a warehouse and will handle grain.

Warden, Wash.—The Warden Grain Co. will soon have its warehouse at this point completed with Jacob F. Lerser in charge. W. H. Schaefer will buy grain at the McDonald & McBean warehouse.

Pullman, Wash.—M. H. Houser, a pioneer miller and grain man of the Inland Empire, has opened an independent grain house here with W. D. Henry, formerly of the Kerr-Gifford Co., as agent.

Krupp, Wash.—Sparks from a Great Northern engine set fire to the warehouse of the Farmers Grain & Supply Co., Aug. 26, destroying the warehouse together with practically every business building here.

Falls City, Wash.—The Falls City Eltr. Co., just organized, with capital of \$50,000, will take over the holdings of the defunct Farmers Grn. & Supply Co. Incorporators are C. V. Whittaker, W. H. Winfree and J. V. Rea.

Seattle, Wash.—The Milwaukee line alleges that the Northern Pacific is discriminating in favor of other railroads in the switching, or rather non-switching, of freight cars for Seattle receivers of shipments over the new line.

Spokane, Wash.—Fire originating in the old warehouse of the Spokane Grain Co. Aug. 29 wiped out practically a whole block of frame and corrugated iron buildings. The grain company lost its barn and warehouse and a one-story corrugated iron structure.

Colfax, Wash.—The partnership between A. M. Scott and F. S. Ratliff has been dissolved and each will do an independent business in the future, the former representing W. A. Gordon Co., of Portland and San Francisco, and A. Berg, of Portland, while Mr. Ratliff will buy for the Ford Grain Co. of Spokane and Seattle.

Cheney, Wash.—An additional warehouse for storage, 30x100, is being built by the F. M. Martin Grn. & Mfg. Co. It is believed that 150,000 bus. of grain will be stored here this season. The same company is planning to build an additional warehouse at Calvert, 50x100, and wheat stored there will be shipped and milled here.

Thornton, Wash.—Six grain buyers of this city drove to the A. M. Krous ranch last week to bid on 10,000 bus. of wheat and oats. J. A. Henning, of the Interior Warehouse Co., bot the wheat, W. C. Baker, of the Ford Grain Co., purchasing the oats. This is the first instance, in this section, of grain buyers going to the field after grain.

Johnson, Wash.—The Johnson Farmers Union Warehouse Co. has opened its warehouses, leased from the Pullman Union Warehouse Co., and has chosen the following officers: Pres., A. O. White; vice-pres., A. M. Bibens; sec'y, W. E. Wilson; treas., Adolph Briggs. It is the intention of the company to pile each man's grain separately and have a different mark on each pile so that farmers will get the same grain when they sell that they delivered.

Walla Walla, Wash.—A hearing will be held before the State Railroad Commission in September on complaints that the charges collected by the warehouses at this point are exorbitant. A number of complaints have been filed with the commission alleging the rate in excess of 50c for handling and storing to Jan. 1 is unreasonable and excessive. The Pacific Farmers Union received a letter from Commissioner J. C. Lawrence, in which he stated that the various warehouse companies fix their own rate in the first instance. If complaint were made that such rates were unreasonable the commission had authority, on hearing the formal complaint, to determine what would be a reasonable charge.

Ritzville, Wash.—A thoroly modern eltr. has been completed here for the Ritzville Warehouse Co. and has been put into operation. The cost of the structure and equipment of machinery was \$10,000; capacity for wheat in bulk, 70,000 bus. The eltr. will be run in connection with the company's large warehouse for handling grain in the sack, and is so arranged that when the sack department is overrun with grain there is a carrier belt just beneath the floor of the warehouse and almost the full length of it, on which wheat is put and by it delivered to the eltr., thus preventing a block by grain. The company owning the plant is composed largely of farmers, the plant being managed by Mr. Dorgan.

Colfax, Wash.—Instructions received here by C. A. Frazier, div. supt for the Palouse district, indicate that the Pacific Coast Eltr. Co., with headquarters in Portland, has broken away from the agreement on warehouse charges entered into by the line companies last June to charge 75c per ton. In all the company's houses the charge will be 50c per ton for handling, which will carry the grain until Dec. 31, and 10c per ton storage per month thereafter. Mr. Frazier denies that the reduction in the handling charge has been brot about by the farmers' union. He declares that many of the farmers' warehouses are issuing the same kind of a ticket as the line companies and that they are just as anxious to keep prices up.

WISCONSIN.

Princeton, Wis.—Elmore D. Morse is erecting an eltr.

Superior, Wis.—The new 2,000,000-bu. concrete annex to Eltr. S of the Great Northern Railroad has been completed.

Superior, Wis.—Nemadji Eltr. Co., incorporated; capital, \$25,000. Incorporators: D. E. Roberts, H. E. Ticknor, Archibald McTay.

Oconomowoc, Wis.—The eltr. of W. A. Holstein was damaged by fire Aug. 30.

Sawyer, Wis.—The Equity Eltr. Co., of Sturgeon Bay, Wis., which last year did all of its buying at its eltr. here, is now making preparations to receive grain at several different points, warehouses having been leased or built at the following places: Egg Harbor, Sister Bay, Ellison Bay, Bailey's Harbor, Maplewood and Forrestville.

Superior, Wis.—The opening of the fall wheat rush was marked here Aug. 25 by the arrival of a carload of durum wheat from Pierpont, S. D., over the Northern Pacific. The car was consigned to Greenfield & Crumpton. It was the first car of new wheat to be inspected by Wisconsin grain inspectors this year. It graded No. 1 durum.

MILWAUKEE LETTER.

Sidney G. Courteen has left for a trip abroad.

The Progressive Malt & Refining Co. has filed articles with the Sec'y of State increasing its capital from \$50,000 to \$100,000.

Memberships in the C. of C. are quoted at \$250 net to the buyer. Stephen A. Dalton and Sam'l J. McCaull, Mpls., Wm. F. Filter, John A. Kennedy, Hubert Karl, Jr., and Herman L. Schultz were recently admitted to membership.

Application for membership has been made by David T. Fimmel, Max Paul Borchert and W. P. Schmitt. App. for transfer of membership has been made by Frank Hoag, Chas. C. Blodgett, H. W. Ploss, Perry M. Ingold.

In order to open the cash mkt. earlier the supervisors of grain inspection and weighing have made the following rule governing inspection of all grain to take effect at once. Sampling in the grain yards for inspection the same day will be discontinued at 9:30 a. m. Cars sampled after that time will be inspected on the following day.

From Minneapolis comes word of the death of Dewitt C. Moak, who for a period of about 20 years was a member of the Milw. C. of C., aged 68. He was for some time a member of the firm of Bryden, Moak & Scurr, grain dealers. Later Mr. Moak headed the grain firm of Moak & Atkins. About 20 years ago he removed to Minneapolis.

To stimulate interest among barley growers who will exhibit samples at the nat'l corn exposition in Omaha in December next, the B. of D. of the C. of C. have offered a large solid silver cup for the best showing of the Odenbrucker variety. The cup will be offered each year for five years, when it will be given into permanent possession, ownership being based upon the number of winnings.

Several amendments to the rules of the C. of C. were recently submitted to the members for a vote and carried. Rule 18, Section 2, has been amended by striking out the words "The grain inspector in the penalty of five thousand dollars." Sec. 8 and 9 of Rule 32, providing for the fixing of the current rate of interest on advances, has been amended by striking out the words "not less than 6% per annum," and inserting "The current rate." Rule 32, Sec. 9, has been amended by striking out the words: "Not less than 5% per annum," and substituting the following, "the current rate, such current rate to be determined by the finance committee on the first day of each month, and posted upon the bulletin board of the exchange room."—Slits.

The bachelor ranks of the Chamber suffered the loss of another of its members to the shaft of Dan'l Cupid, when A. L. Johnstone took Miss Jessie M. Daniels as his wife.

An unusually large quantity of new wheat from the southwest has been arriving in Milwaukee for millers and shipment via the lake for the seaport. From Kansas City the Milwaukee road has brought in about 500,000 bus. of this grain, mostly for shipment east.

A new grade of barley has been established by the B. of D. to be called "medium barley." This grade of bly. must be a medium grade of mltg. bly., testing not less than 45 pounds to the measured bushel, and must be reasonably clean, discolored, and reasonably sound. To conform with the establishing of this new grade, Rule 11, Sec. 7, has been amended by striking out the words "standard" and substituting the word "medium." Rule 19, Sec. 1, under heading "Barley" has been amended by inserting after the words "standard barley" the following: "medium barley shall be a medium grade of mltg. barley testing not less than 45 pounds to the measured bushel, reasonably clean, discolored, reasonably sound."

WYOMING.

Egbert, Wyo.—Wm. Moore of Denver, Colo., has let the contract for an eltr. to be erected here by the middle of Oct.

The civil service commission has announced an examination at Washington, D. C., on Sept. 22 to secure eligibles for positions as assistant in grain standardization in the bureau of plant industry. Salaries of from \$1,200 to \$2,000 a year will be paid experts with an agricultural training who are familiar with laboratory and field work and classes and varieties of cereals.

When the cactus is properly improved, it will increase the food production of our world one-third. I fully realize that this is a most astounding statement. But it is made with the fullest confidence of its fulfillment. Many sections of our older United States that were once fertile fields are now brush grown and worthless on account of soil exhaustion. Then there are great sections of our commonwealth that have always been arid and unfit for cultivation. What is true of the United States in this respect is also true of the rest of the world. An almost unbelievable portion of the earth's surface is practically arid, and there are no more great states with millions of fertile acres to be discovered. The cactus is the solving of the problem.—Luther Burbank.

Canadian hay exporters contemplate bringing suit against the United States government to recover \$1,200,000 of duties alleged to have been collected illegally. Eighty Canadian hay dealers have claims which run over 12 years prior to 1882. During all this period Canadian hay exported to the United States was charged duty at the rate of 20 per cent ad valorem, as a manufactured article, the customs officials arguing that since the hay had been sun dried and then baled for shipment it was a manufactured article, and, therefore, liable, to a duty of 20 per cent instead of paying 10 per cent as a raw material. This was appealed against and after many years a ruling was given by the United States Board of General Appraisers that, despite its sun treatment, hay was a raw material, and as such subject to only 10 per cent duty.

CYCLONE BLOW PIPE CO.

IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems.

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"The velocity of air on the suction side of the fan is always greater with the 1905 Cyclone Collector, due to its lower resistance and consequent greater air handling capacity."—The Mechanical Engineering Dept., University of Michigan.



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Manufactured exclusively by

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IF YOU WANT

regular country shippers to become familiar with your firm name, place your "ad" here :: ::

Supreme Court Decisions

Demurrage Rules.—Demurrage rules promulgated by a carrier must be construed most favorably to the shipper.—*Staten Island Rapid Transit Ry. Co. v. Marshall*, Supreme Court of New York, 117 N. Y. Supp. 1034.

Delay in Delivering Message.—Mistakes in the address of a telegram do not relieve a telegraph company from liability for negligent delay in delivering it.—*Western Union Telegraph Co. v. Holley*, Court of Civil Appeals of Texas, 119 S. W. 888.

Landlord's Lien Superior to Crop Mortgage.—The landlord's lien on a crop for supplies to enable the tenant to make the crop is superior to a mortgage thereon by the tenant.—*Ferniman v. Nowlin*, Supreme Court of Arkansas, 120 S. W. 378.

Speculation—Intent.—Where, on prosecution for dealing in futures, either party contemplated actual delivery in good faith under the contract, there could be no conviction.—*Salmon v. State*, Court of Criminal Appeals of Texas, 120 S. W. 427.

Unrecorded Mortgage on Grain.—Where a mortgagor of an unrecorded chattel mortgage on grain sold it to a bona fide purchaser for value, who had no knowledge of the mortgage, the purchaser acquiring a title thereto free from any claim of the mortgagee under his mortgage.—*Fischbach v. Garrison Milling & Eltr. Co.* Supreme Court of Colorado, 102 Pac. 895.

Suit in State Court for Failure to Furnish Cars.—A suit by a shipper for breach of the common-law or contractual duty of a carrier to furnish cars is properly brought in a state court, though the cars were to be used in interstate shipments, for the interstate commerce act as amended does not apply.—*Midland Valley R. Co. v. Huffman Coal Co.* Supreme Court of Arkansas, 120 S. W. 380.

Corn for Current Year Exempt from Seizure.—The necessary corn for the current year is exempt from seizure, whether cultivated by the farmer on his own 160 acres of land, also exempt, or land of another. A farmer, head of a family dependent upon him for support, are the requirements for the exemption.—*W. C. Dejean & Bro. v. Lee*, Supreme Court of Louisiana, 50 South. 25.

Shipper Entitled to Attorney's Fees.—Act. Feb. 4, 1887, c. 104, § 8, 24 Stat. 384 (U. S. Comp. St. 1901, p. 3159), allowing against an offending initial carrier, to a shipper, reasonable attorney's fees in an action for loss of goods, shipped in interstate trade, constitutes a valid regulation of interstate commerce.—*Riverside Mills v. Atlantic Coast Line R. Co.* U. S. Circuit Court, 168 Fed. 990.

Damage for Breach of Warranty of Cattle Feed.—If defendant purchased cattle feed for the purpose of fattening his cattle, which was known to the seller, who represented that it was suitable for that purpose upon which representation defendant relied, there was a warranty that the feed was reasonably fit for the purpose contemplated.—*Swift & Co. v. Redhead*, Supreme Court of Iowa, 122 N. W. 140.

Charter—"Rainy Days."—A provision of a charter party, excluding "rainy days" from the lay days for loading a cargo of wheat at Portland, Ore., will be construed to exclude only days when by reason of rain and storm the work of loading such cargo with the facilities of that port cannot be safely and conveniently prosecuted; but it is the right of either party to insist on the exclusion of such days, and the charterer may do so even though the loading in fact proceeded.—*Schwane v. Kerr*, U. S. District Court, District of Oregon, 170 Fed. 92.

Connecting Carriers—Injury to Freight.—Where goods received in good condition by the initial carrier were delivered by the terminal carrier in a damaged condition, the latter, to escape liability, must show that the damage did not occur on its line.—*Atchison, T. & S. F. Ry. Co. v. Smythe*, Court of Civil Appeals of Texas, 119 S. W. 892.

Initial Carrier Liable.—Hepburn Act (Act Cong. June 29, 1906, c. 3591, 34 Stat. 593 [U. S. Comp. St. Supp. 1907, p. 906]) § 7, authorizing an action by the holder of an interstate B/L for loss of goods on any part of the transit against the initial carrier is valid.—*Riverside Mills v. Atlantic Coast Line R. Co.* U. S. Circuit Court, 168 Fed. 987.

Right of Member of Trust to Sue.—A member of a trust to regulate and control the price of coal, who sold all his coal through another member of the trust, may sue a carrier for breach of its common-law and contractual duty to furnish cars for the shipment of coal, notwithstanding the state and federal anti-trust acts.—*Midland Valley R. Co. v. Hoffman Coal Co.* Supreme Court of Arkansas, 120 S. W. 380.

Passing of Title to Hay.—A contract for the sale of hay contemplated the sale of merchantable hay which was to be separated from unmerchantable hay and baled by the buyer. The buyer separated and baled some of the hay when a fire occurred destroying the balance. Held, that the title to the balance had not passed, and the seller must suffer the loss.—*Lauber v. Johnston*, Supreme Court of Washington, 102 Pacific 373.

Limitation of Carrier's Liability.—An initial carrier, contracting for thru carriage of freight, is liable for the loss thereof occurring anywhere on the route, unless the loss is due to the act of God or the public enemy, and a limitation of his common-law liability, or a provision limiting its liability to a loss on its own line, not supported by a consideration, is inoperative.—*Simmons Hardware Co. v. St. Louis, I. M. & S. Ry. Co.* St. Louis Court of Appeals, 120 S. W. 663.

Manager's Authority to Speculate.—The agent or manager of a corporation, organized under the laws of this state for the purpose of buying grain and live stock direct from producers and selling and shipping the same to the general markets and the operation of grain elevators to be used incidentally for that purpose, has no apparent authority to engage in speculations in grain and mess pork upon the Chicago Board of Trade, and where the evidence shows that no actual authority was given the agent to engage in such transactions, and they were carried on without the knowledge or consent of any of the officers of the corporation, it will not be bound thereby.—*Farmers' Co-Operative Shipping Ass'n v. George A. Adams Grain Co.* Supreme Court of Nebraska, 122 N. W. 55.

By-Laws of Exchange.—Where plaintiff, who was a member of a trade exchange, and another member thereof, executed bought and sold notes, which provided that the sale was subject to the rules of the exchange, by which plaintiff agreed to deliver wheat on a certain date, and the buyer, on plaintiff's refusal to deliver on that date, without consulting plaintiff, retained a part of the money deposited by him as security for delivery, as damages for plaintiff's breach of contract, on the basis of the value of wheat as fixed by the exchange on the day of delivery, but plaintiff claimed that the price fixed was fictitiously created by the buyer and others by cornering the wheat market, and instituted suits to establish his claim, there was no "settlement" between the parties so as to require plaintiff to surrender the contracts with the buyer under an alleged implied rule of the trade exchange requiring the parties to surrender contracts upon a settlement; that term implying an accounting and adjustment and a liquidation in regard to accounts and involving the idea of mutuality, *Albers v. Merchants Exchange of St. Louis*, St. Louis Court of Appeals, 120 S. W. 139.

Claim for Loss of Goods.—A provision in a B/L that, in case the goods shipped are lost, a claim for the "loss or damage must be made in writing to the agent at the point of delivery promptly after the arrival of the property, and if delayed more than 30 days after * * * due time for delivery thereof," the carrier shall not be liable in any event, is reasonable.—*Atlantic Coast Line R. Co. v. Bryan*, Supreme Court of Appeals of Virginia, 65 S. E. 30.

Custom to Insure Stored Rice.—In an action to recover loss sustained by failure to fully insure rice left with defendant to be milled and sold, in which plaintiff showed that the custom of millers was to collect so much on a sack of rice to pay for full insurance, proof of what meaning was attached by other rice mills to the insurance to be obtained by the payment of the amount on each sack was admissible to show the real intention of the parties.—*Broussard v. South Texas Rice Co.* Court of Civil Appeals of Texas, 120 S. W. 587.

Ownership of Draft.—Circumstances in evidence in garnishment proceedings for the proceeds of a draft drawn by defendant on plaintiff in favor of the C. bank, and by it sent to garnishee bank, with B/L for grain shipped by defendant attached, for collection, are not inconsistent with the prima facie ownership of the payee under the negotiable instruments law (Code 1904, § 284a24), supported by defendant's letter to garnishee, put in evidence by plaintiff, declaring the fund to be the property of the C. bank; the circumstances being that the C. bank, which was not a party to the proceedings, asserted no claim therein, that defendant waived protest and notice, that after the draft had been dishonored, and returned to the C. bank, plaintiff wrote defendant to return it and it would be honored, that when it came back the second time there was attached a pencil memorandum bearing defendant's initials: "Please send back and present again," and that the C. bank stamped on the B/L that it was not responsible for the quantity, quality, or delivery of the grain, and indorsed the draft without recourse.—*Lynchburg Milling Co. v. National Exchange Bank of Lynchburg*, in action of assumption against the White & Rumsey Grain Co. Supreme Court of Appeals of Virginia, 64 S. E. 980.

The application of J. B. Erway, living near Pisgah, Ia., for a patent for an automatic corn dropper to be attached to a two horse corn planter, doing away with the hand drop and check row wire—at the same time dropping the corn so as to form corn rows both ways across the field, has been favorably passed upon at Washington—after severe tests, and a practical "two way planter," will soon appear.

A suburban chemist had been advertising his patent insect powder far and wide. One day a man rushed into his shop and said:

"Give me another half pound of your powder, quick, please!"

"Oh," remarked the chemist, as he proceeded to fill the order, "I'm glad you like the powder. Good, isn't it?"

"Yes," replied the customer. "I have one Hessian fly very ill. If I give him another half pound he'll die."

The exhibit of the Department of Agriculture at the Alaska-Yukon-Pacific Exposition is unique. It graphically depicts the varied work being done in plant breeding, forestry and plant industry. Complete series of samples of leading cereals, embracing also many of the recent importations of comparatively strange products are tellingly displayed, each origin noted clearly, food value explained and the region to which it is best adapted designated. Omaha expects the exhibit in December, and it is well worth journeying to see.

Concrete Foundation for Engine

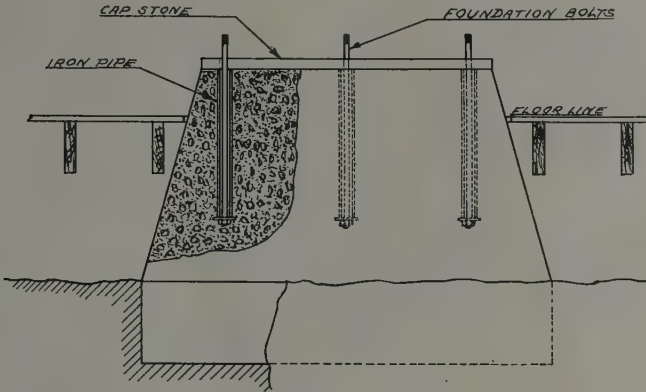
Concrete construction is constantly gaining favor and its reputation for durability and strength is especially well deserved when used in foundations of any kind. More durable than brick and more easily handled than stone it is fast replacing the old style brick foundation for engines. The hardening of the concrete into a solid mass very firmly secures the bolts holding the engine in place.

While sharp, clean sand and crushed stone are best for concrete mixtures, gravel will answer the purpose, a good formula to follow being composed of gravel five parts, sand two parts and cement one part. Three parts of sand may

Imports and Exports of the Philippine Islands.

Imports into the Philippine Islands for the 9 months ending March, 1909, included 116,904 bus. oats, 212,986 bbls. wheat flour, 1,597 tons hay, and 236,094,639 lbs. rice; against 119,265 bus. oats, 195,974 bbls. wheat flour, 1,882 tons hay and 281,828,211 lbs. rice for the corresponding months of 1907-8.

Of hemp, the leading article of export, the Philippines exported 105,687 tons during the 9 months ending March; against 87,140 tons during the corresponding period of 1907-8, as reported by the War Department.



Concrete Foundation for Engine.

be used if the cement is a good quality of Portland. The gravel or stone should be small enough to pass thru a 2-inch hole and too large to pass a 1-inch hole.

Excavate to hard pan or rock if not too deep; and where the soil is not firm it is advisable to drive piles upon which to rest the foundation.

A template made of 3/4-inch wood should be cut to the exact duplicate of the lower face of the engine bed with the bolt holes marked thereon. The method of securing foundation bolts is shown in the engraving herewith, in which each bolt is surrounded by an iron pipe. After setting it in place the space between the bolt and the wall of the pipe should be packed with cement.

A taper of 3 or 4 inches to the foot should be allowed from the top of the foundation. By making a sketch to scale the crib can be built into which the concrete is to be rammed. Allow to settle the crib, and then set the cap stone in for three days or more before removing place with cement, at the same time seeing that the stone is level. Set the engine thereon and bolt it in place, leveling both ways. The bolts should be as large as the holes in the engine bed. A foundation of this type will answer for both steam and gas engines.

On account of the pellagra disease Doctor V. H. Podstata, superintendent of the asylum for the insane at Elgin, Ill., states that "to be on the safe side we have stopped using corn in any form of corn products in the hospital." Doctor Otto C. Willhite, superintendent of the asylum at Dunning, Ill., where several cases of pellagra have developed, believes that the disease may be caused by a germ not peculiar to corn.

Books Received

HOW TO DESTROY RATS.—David E. Lantz is the author of this bulletin, which gives in detail approved methods for the extermination of "the worst mammal pest in the United States, the losses from its depredations amounting to many millions of dollars yearly." The contents include means of repressing rats, such as the erection of rat proof buildings, keeping food away from rats, and destruction of the animals by traps, poisons and asphyxiation. Farmers Bulletin 369, U. S. Dept. of Agri., Washington, D. C.

COMMERCIAL FEEDING STUFFS OF PENNSYLVANIA.—This work, by F. D. Fuller, formerly chief chemist of the Pennsylvania Dept. of Agriculture, concerns itself principally with the chemical and microscopical examination of the feedstuffs of the state. The samples examined were purchased in the open markets of the state during 1908. In the introduction to the book the author says: "During the past year we have found a marked improvement in the character of feeding stuffs, which fact forms the best criterion concerning the need of a Feeding Stuff Law and the support which it should receive by the Commonwealth." Bulletin No. 175, Pennsylvania Dept. of Agri., Harrisburg, Pa.

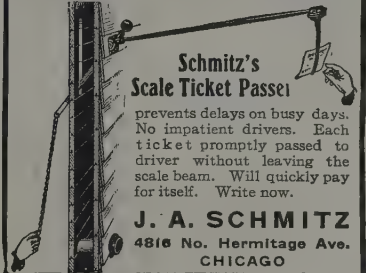
YEARBOOK FOR 1908.—This annual publication, termed also the Farmer's Yearbook, contains 23 popular papers designed to interest and instruct the farmers, which occupy 304 pages and are described as strictly new and original, "covering a field almost as wide as agriculture itself." One of these papers, by C. V. Piper, gives an account of the search for new leguminous forage crops, particularly in India, Japan, China and Siberia, whence many valuable species have been introduced. The plague of mice, which recently occurred in Nevada, is described by Stanley E. Piper. David E. Lantz tells how to use poisons in destroying coyotes, prairie dogs, rats, mice, etc. Included in the volume, which is illustrated with 29 text figures and 55 full plates, 13 being colored, are tables of statistics of the principal crops, the average, production, value, and distribution of corn, wheat, oats, rye, hay and of clover and timothy seed being given in full. U. S. Dept. of Agri., Washington, D. C.

GRAIN TRIERS

20TH CENTURY BRASS & MFG. CO.
Minneapolis, Minnesota



SCALE TICKET PASSER



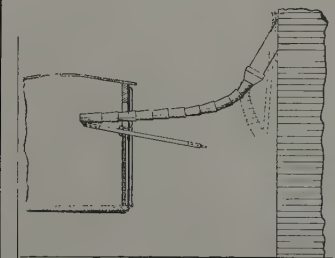
You Can not operate an elevator without scales and should not try to do so without

KENNEDY CAR LINERS

to line car before loading. They insure against leakage in transit.

MADE BY **Fred W. Kennedy**
SHELBYVILLE, IND.

Handy Loading Lever



It saves climbing in and out of cars. It guides nozzle in any possible direction from outside. A rope fastened to the outside end of lever holds nozzle in any position. Fits any spout. Send for further particulars.

Stelter & Sweet, Rolfe, Iowa

Seeds

Union City, Ind.—The clover seed crop is almost an entire failure.—S. D. Mead.

The Amzi-Golden Seed Co., of Birmingham, Ala., is erecting a warehouse to cost \$20,000.

F. E. Rawlings, sec'y of the Plant Seed Co., of St. Louis, Mo., was drowned Aug. 21 while swimming in the Meramec River near Bourbon, Mo. He was 36 years old and is survived by a widow and 6-year-old son.

The Planters Seed Co., of Springfield, Mo., has been adjudged bankrupt on petition of creditors. The liabilities on June 28 were \$12,499 and the assets about \$8,000. A. J. Lee is pres. and S. J. Lee sec'y-treas.

John and Leonard Condon of Rockford, Ill., who had announced that they would engage in the seed business on their own account, have given up the plan and will continue in their present positions with the Buckbee Seed Co.

The clover seed crop is short and late. Michigan has fair prospect on small acreage. They had 281,000 bus. last year, against 183,000 in 1907. Wisconsin has fair prospect. They had 90,000 in 1908 and 150,000 in 1907. Missouri is fair. They had 84,000 in 1908, while Iowa and Minnesota had around 50,000 bushels. Surplus of old will be felt next spring more than at present. Speculation will continue to make the price in the near future. Buy on breaks. Realize on bulges.—C. A. King & Co.

Lansing, Mich.—The condition of clover seed on Sept. 1 is 61 per cent of an average and the condition of beans is 83 per cent. The U. S. census of 1900 gives 167,025 as the acreage of beans harvested in the year 1899 and the state census of 1904 gives 350,895 as the acreage harvested in 1903; from estimates given by crop correspondents and bean growers this month, coupled with the information obtained from the U. S. and state census, this department places its final estimate of the acreage that will be harvested at 475,000.—Frederick C. Martindale, sec'y of state.

Referring to the paragraph in this column Aug. 25 the statement that I had issued notices to the trade explaining that other people's stuff was being delivered to me or that my stuff was being delivered to others, is incorrect. The notice by me was entirely for home consumption among farmers. Many have tried to deliver my seeds elsewhere. Dozens of people have come to me and said they bot seed of me within 3 years when as a matter of fact they had no dealings with me. The only difficulty between myself and the Evans Seed Co. is a purely local one, concerning the local trade only. The Evans Seed Co. is owned and controlled by Illinois parties and I do not wish to be confounded with them.—Edw. E. Evans, West Branch, Mich.

Hamburg, Germany, Aug. 27.—Alsike promises to be very nice, should the weather continue propitious. The article is dull, in as much as the brilliant outlook in Canada and the good one in the United States make buyers cautious. Turkestan crop of alfalfa is reported to be satisfactory. Qualities good. New seed is likely not to arrive here until January. The second cutting, from which the seed is usually taken in Europe, is said to have been mostly cut for hay. At the

present time the condition of the plants is described as being very good, but it is feared that in the principal countries of production the third cut will also be used for feeding purposes, in consequence of short supplies. Old supplies have largely melted away. We think that throughout Europe not more than about 200 tons fine grade alfalfa are being carried, a quantity not nearly sufficient to cover the usual fall requirements.—R. Liefmann Sons Successors.

Chicago received during the week ending Sept. 4 2,020,000 lbs. timothy seed, 177,260 lbs. clover seed, 915,400 lbs. other grass seeds and 24 bus. flaxseed; against 4,478,900 lbs. timothy seed, 179,100 lbs. clover seed, 693,800 lbs. other grass seeds and 7,000 bus. flaxseed during the corresponding week of 1908. Shipments for the week were 734,300 lbs. timothy seed, 44,800 lbs. clover seed, 1,514,200 lbs. other grass seeds and 9,248 bus. flaxseed; against 1,048,900 lbs. timothy seed, 102,900 lbs. clover seed, 2,100,000 lbs. other grass seeds and 1,535 bus. flaxseed during the corresponding week of last year.

Clover seed was very erratic last week, Indiana again sending reports of damage and no seed, backing them up with buying orders too. This buying met few offerings and market shot up until resting orders filled the demand. Trade in general beginning to take notice and wondering if stocks of old seed will be sufficient to fill requirements. Countries across the water are making a noise too, not sending any buying orders, but telling of possible damage and short crop. They will be heard from later. Samples from the country show a very poor quality and worth from \$1.50 to \$2 under prime. Unless a decided improvement comes the old seed will look mighty good. October shorts will be in a bad way unless they can buy good seed that will grade prime. A year ago the receipts in Toledo were the largest known for that time of year. This year have been practically nothing. Last year the quality was the best on record. This year the prospect is for one of the poorest. This week we saw samples of our old prime. It looked mighty good, held its color and good shape and should sell even up to the new of the same grade. Toledo has approximately about 40,000 bags and it formed a basis for extensive trading the past few months. We look for a big market all fall and winter.—J. F. Zahm & Co.

New Seed Tariffs.

Sou Ry, ICC No C1299, grass seed, from Sims and Wayne City, Ill., to Salem, Ill. 134c; effective, state, Aug. 17; interstate Sept. 18.

Ill Cent, ICC No J5182, grass seed, Hungarian, meadow fescue and timothy, from Sioux City, Ia., to New Orleans, La., ship-side, 27c; effective Oct. 6.

C M & St P, ICC No B1839, wild mustard seed, from St. Paul, Minneapolis and Minnesota Transfer, Minn., to eastern cities; effective Sept. 28.

M & St L, Sup 33 to ICC No 1486, timothy seed, from stations on M & St L to St. Paul, Minneapolis and Minnesota Transfer, Minn.; effective Sept. 30.

St L & S F, Sup 47 to ICC No 6590, hemp seed, broomcorn seed, castor beans, Hungarian seed and popcorn, from Kansas City, Mo., to Memphis, Tenn., 19c; flaxseed, 18c; effective Sept. 27.

C Gt W, ICC No 4656, blue grass, meadow fescue and timothy seed, from Council Bluffs, Ia., Omaha and South Omaha, Neb., to Newport News and Norfolk, Va., 36c; effective Sept. 30.

C B & Q, ICC No 9724, blue grass, meadow fescue and timothy seed, from Atchison, Leavenworth, Kan., Kansas City and St. Joseph, Mo., to Norfolk and Newport News, Va., for export, 34c; effective Sept. 27.

Proposed Amendments to Interstate Commerce Act.

John B. Daish of Washington, who has been active in promoting the interests of shippers before the Interstate Commerce Commission, has recently written Attorney-General Wickersham suggesting several necessary amendments to the Hepburn Act. Mr. Daish wrote:

At present the defeated complainant before the Commission has no right of appeal or review, while the defeated defendant is by the Act given the right to proceed in the federal courts. Substantially 50 per cent of all complaints filed are dismissed by the Commission; of those dismissed, certainly some of them ought to be meritorious, however, well informed and careful the Commission may be. It would seem, therefore, that the law should distinctly provide for a review of the decision of the Commission at the instance of a defeated complainant.

The Commission has held that it has no jurisdiction over "loss and damage" claims; the jurisdiction of the federal courts is limited to cases where the amount in controversy is \$2,000; the jurisdiction of state courts in any controversy growing out of an interstate shipment is very doubtful. I therefore suggest that some tribunal be given the power to hear and determine upon "claims," whether the amount involved originate by reason of rates and practices or by reason of negligence of the carriers.

The usual course of claims against carriers is that they are submitted either to the initial or final carrier and by them transmitted to their connections, and in numerous instances a very large portion of the two years, if not all of it, is taken up in endeavoring to secure a settlement without filing a complaint before the Commission. I would therefore suggest an increase of time within which claims may be filed to five years.

At present the Act does not provide for staying the taking effect of a rate or regulation. The Commission certainly has no power of injunction or other mandatory process, and in several instances courts have declined to interfere upon the ground that jurisdiction to determine the reasonableness of a rate or practice has been confided only to the Commission. I suggest that in some proper way there be given to a proper tribunal the power, when invoked, to maintain the status quo where there is a proposed change in rates or practices.

Toledo received during the week ending Sept. 4, 496 bags of clover seed, against 6,069 a year ago. Shipments during the week were none, against 4,000 bags during the corresponding week a year ago.

Some county authorities in Minnesota are waging war vigorously on the Russian thistle. The first conviction in the Olmsted County crusade was had recently of Timothy Mack, a farmer, for permitting the Russian weed to go to seed on his premises contrary to the statute.

The Albert Dickinson Co., of Chicago, Ill., has petitioned the Interstate Commerce Commission to grant reparation from the Omaha Road for an overcharge on a shipment of millet seed and flaxseed from Minneapolis to Sacramento, Cal. Defendant's commercial agent had quoted \$1 per 100 lbs. and the charge made was \$1.25 and \$1.90, plus 4 cents, per 100 lbs., the less than carload rate.

Supply Trade

WAKE UP, MAN!

Tell us, are you advertising
In the same old foolish way
That your grand-dad did before you,
And persist "it doesn't pay?"

Think the whole world knows your address
"Cause it hasn't changed in years?"
Wouldn't the pathos of such logic
Drive a billy goat to tears?

"Just a card" is all you care for
Hidden, lonesome and unread,
Like the sign upon a tombstone
Telling folks that you are dead.

Wake up, man, and take a tonic,
Bunch your hits and make a drive,
Run a page, and change your copy.
ADVERTISE and keep alive!
—Mahin Messenger.

Fairbanks, Morse & Co., Chicago, have increased the number of directors from five to seven.

The Maroa Mfg. Co., Maroa, Ill., manufacturers of the "Boss" Car Loader, believes in change of copy. It sends us new copy for each appearance of the advertisement and its statements are full of news.

The Witte Iron Works Co., Kansas City, Mo., advise us that they have opened a branch house in Oklahoma City. Mr. M. B. Dallas is manager. It is its intention to carry at that point a stock of gas and gasoline engines for immediate delivery.

We are glad to welcome back to our columns as an advertising patron, Mr. E. Bauder of Sterling, Ill., who formerly advertised his grain loader under the signature of the Excelsior Grain Loading Co. This machine is one of the original grain loading devices and has stood the test of trial and time.

Perhaps there is no question which is harder to decide by the advertiser than the question of the use of testimonials. We quote below from a letter received from the Invincible Grain Cleaner Co., as follows: "We are not great believers in testimonials, for the reason that most people will give any sort of a testimonial on request. When we get one unsolicited we like to use it."

Readers will notice that the street numbers in the addresses of our Chicago advertisers have been changed. This is due to the new street numbering system which went into effect Sept. 1st. The Webster Mfg. Co.'s address has been changed from 1075-1111 W. 15th St., to 2410-2432 W. 15th St. It is still located near Western Ave., as heretofore. J. A. Schmitz's address has been changed from 2811 N. Hermitage Ave. to 4816 N. Hermitage Ave. The new numbering does not affect the numbers in the downtown section.

Reliance Construction Co. reports that they have recently sold dump controllers to the following parties: Burrell Mfg. Co., Bradley, Ill.; Catron Bros., Florida, Ind.; The Colwell Mill & Eltr. Co., Colwell, Idaho; Geo. W. Cole, Padonia, Kas.; W. W. Culver, Kingman, Kas.; A. B. Cohee, Bringham, Ind.; W. H. Cramer, North Bend, Nebr.; Excelsior Mfg. Co., Denver, Colo.; Gilmore Grain Co., Gilmore, Ia.; A. Groves, Radnor, Ind.; K. A. Harper, Potomac, Ill.; Miller & Walker, Florida, Ind.; Metcalf & Cannon, Paulina, Ia.; A. B. Puterbaugh, Milledgeville, Ill.; B. C. Regan & Son, Nortonville, Kas.; Ray & Rice, Camden, Ind.

In this issue, the Cotton Seed & Meal Co., Memphis, Tenn., starts its regular fall campaign announcing its cotton seed, meal cake, etc. It is starting out with larger space than last year, which indicates that Mr. Booker recognizes that grain dealers are developing the trade in mill by-products; in fact, practically every elevator man today can, with very little effort, dispose of several carloads a year of mill stuffs to the live stock producer.

In our advertising pages will be noticed that we have reproduced a letter from D. A. Lantz, Montpelier, O., in which he tells us that he has sold his elevator from an insertion of a small advertisement in our Want Columns. We feel very proud of our Want Columns as a medium for our elevator friends who wish to buy or sell their elevators, hire help or buy or sell second-hand machinery. Our readers will notice that a large number of the addresses to these advertisements are in care of the Grain Dealers Journal, and therefore, we know that we receive replies to these announcements.

Our solicitor reports that it does him good once in a while to run across a manufacturer who really believes in advertising. Many advertisers talk about advertising as tho it were an expense, but once in a while a man is found who is making good, and therefore we are inclined to study the reasons for his success. Such a concern is the Hess Warming & Ventilating Co., Chicago. This concern has several times during the year ordered larger space than their contract calls for, and while Mr. Hess is not talking for publication, he admits that "we are keeping busy." And from what we know of his business, we feel confident his advertising is working, and the fact that he has again increased his order indicates that the Grain Dealers Journal is helping out in his campaign.

The Postal Telegraph Co. has inaugurated a special rush service between 66 of the principal cities of the country for the handling of business between 8 a. m. and 6 p. m. The new service applies only to business messages collected for transmission in a business section of one city for delivery in a business section of another. Since the new system was put into use the time required for delivery between many of the large cities has been materially reduced.

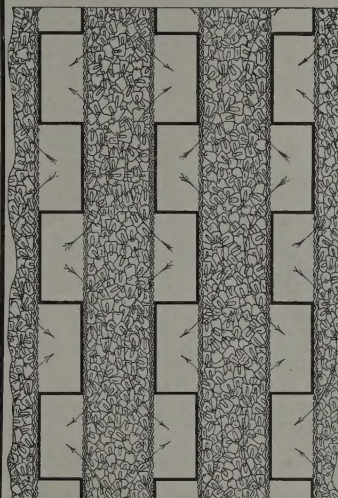
The Department of Agriculture is building a drier for curing hay. So far as I know this is the first of its kind in the world and I will do well to get it completed this fall. The theory of artificial curing is a new one and many scientific facts must be worked out. The machinery for the drier is something new also. Next summer I expect to operate the kiln as soon as the first crop of alfalfa is ready to cut.—H. B. McClure, assistant agriculturist, Hayti, Mo.

Wheat growing in Australia was begun about a century ago, and in 1850 had extended to 491,000 acres. In the 1901-2 season the acreage was 5,115,965, with a yield of 38,561,619 bus., or 7.54 bus. to the acre. Since then the acreage has not greatly varied, though the yield per acre has fluctuated heavily, having been, in bus., 2.4 in 1902-3, 13.32 in 1903-4, 8.7 in 1905-6, 11.06 in 1906-7, and 8.29 in 1907-8. For the 1908-9 season the acres sown to wheat numbered 5,317,146 and the production was estimated by the government statistician at 63,674,329 bus., or 11.98 per acre.—Consul John F. Jewell, of Melbourne.

Three Facts

about the

Ellis Grain Drier



THE ELLIS PRINCIPLE

☐ The grain is held in a perfectly even layer only 2½ inches thick. A 100 bushel drier presents a drying surface of 1260 square feet.

☐ The air currents enter the grain layer from both sides forming an air cushion and then pass both upwards and downwards; thus uniform drying is assured.

☐ Each bushel of grain is subjected to 260 cubic feet of air per minute.

☐ The Ellis Principle has made possible the only commercially successful cold air drier on the market.

Write us for a booklet.

Ellis Drier Co.
POSTAL TELEGRAPH BUILDING
CHICAGO

Patents Granted

Elevator Belt Pulley. No. 931,982. (See cut.) John Anderson, Galena, Kan. A disk is placed between the wheels of the pulley, which are spaced apart, rods connecting the wheels and engaging the disk. Wheels have transverse holes in their rims and rods secured in the holes in the wheel engage in grooves in the disk.

Storage Bin. No. 932,243. (See Cut.) Geo. W. Boll, Mt. Hope, Kan. The bin consists of a tubular support arranged centrally of the roof and having a flange around its lower edge, combined with radially arranged roof beams having their inner ends secured to the flange, and roof plates fastened to the beams.

Conveyor Pipe. No. 930,243. (See cut.) Jas. Hopkirk, Seattle, Wash., assignor of $\frac{1}{2}$ to Chas. S. Wiley and Wm. H. Lewis, Seattle. The lower part of the interior of the metal casing is covered by a wooden floor held in position by angle-irons riveted to the casing. The wooden floor is composed of radial blocks in segments and removable.

Seed Corn Rack. No. 929,922. (See cut.) Charles A. Dewey, Rockwell City, Ia., assignor of $\frac{1}{2}$ to J. F. Hutchison, Rockwell City. The frame is formed of interwoven wires crossing at right angles, soldered together at points of crossing, some of the wires projecting beyond margins of frame and formed into hooks, and spikes fixed to some of the horizontal wires and arranged parallel with and between vertical wires.

Weighing Apparatus. No. 931,800. (See cut.) Joseph Reuther and Louis Schulz, New Orleans, La. This is an electrically controlled weighing apparatus, comprising a bin having a discharge opening in the bottom, a screw conveyor arranged in the lower portion of the bin, a valve for closing the opening, a spring normally holding valve in closed position, and a scale having a beam. Connected with the scale is a receptacle movable with the scale beam and arranged to receive material from the discharge opening of the bin, the operation of the apparatus being accomplished by the application of an electrical current.

Grain Door. No. 932,335. (See cut.) Peter J. A. Schnoor, Holstein, Ia., assignor to The Great Western Novelty Co., Omaha, Neb. The door is provided with a track secured above the door opening, telescopic hangers carried by the door, yokes pivoted to the hangers, wheels carried by the yokes and arranged to run on track with means for locking hangers to yokes.

Cross Conveyor. No. 931,054. (See cut.) Charles L. Gardner, Peoria, Ill., assignor to Gardner Weigher Co., Peoria. This cross conveyor consists of the combination with a conveyor tube, having an inlet at one end and an outlet at each end, of a valve comprising a horizontal pivoted part moving alternately to deliver grain from the inlet to the outlet at the same end of the tube and to deliver from the inlet to the tube proper, and a lower part pivoted to the lower end of upper part.

Grain Door. No. 931,739. (See cut.) Clark S. Eaton, Orr, N. D. The door is provided with specially made door posts installed in the door opening in which are vertical guide grooves. Door is slidable and is provided at each end with a horizontal opening, a bolt slidable thru each opening and formed with a head received in the adjacent groove, the walls of the grooves overhanging the bolt heads, and means arranged for engagement with the bolts, to clamp the door in one position against the posts.

Bag Holder. No. 932,151. (See cut.) George L. Lyon, Bainbridge, N. Y. The bag holder comprises a suitable base, a pair of laterally yielding uprights normally spread apart at their upper free ends and adapted to be moved toward each other to engage and apply tension to the bag being held at its mouth. The spring actuated bag engages and supports devices connected to the upper free ends of said uprights and movable longitudinally whereby the bag is supported in an open position while being filled.

Automatic Weighing Machine. No. 930,489. (See cut.) Wm. E. Nickerson, Cambridge, Mass. The machine comprises a scale beam, a scale pan carried thereby. A cut-off also carried by the beam, connections between the pan and beam whereby the tilting movement of the former operates the latter, a latch controlling the dumping of the scale pan and means for releasing the latch upon the poising of the scale beam. The stream controller forms also an accumulating receptacle discharging into the load receiver.

Seal for Car Doors. No. 932,159. (See cut.) John J. A. Miller, Denver, Colo. The seal consists of a loop or ring-shaped body portion, having at one end a tubular head, a split expanding ratchet toothed sleeve, and means for confining sleeve in the tubular head. A ratchet toothed terminal portion on the opposite end is arranged to be forced into and locked to the ratchet teeth of the sleeve.

Grain Door. No. 931,467. (See cut.) George S. Ney, Port Huron, Mich. The grain door is the combination with a car doorway of a door hinged at one lower corner to swing over and away from the doorway in a plane parallel with the plane thereof, the door being formed with a cut-away corner diagonally opposite its hinged corner; movable panel mounted upon the door at the cutaway corner thereof, and a keeper secured to the car and arranged for engagement by the panel whereby the panel subserves the double function of a latch and a closure for the cutaway corner.

Car Seal. No. 932,351. (See cut.) William H. Sullivan, Denver, Colo., assignor of one-half to J. E. Frank, Denver, Colo. The seal comprises a casing and metal strap, one extremity of which is anchored within the casing and folding upon itself to form a lip projecting rearwardly above the plane of the body of the strap. The strap extremity within the casing is provided with three tongues punched out of the metal. Openings in the opposite extremity of the strap engage the tongues, the lip within the casing operating with the tongues securely to lock the extremity of the strap in place.

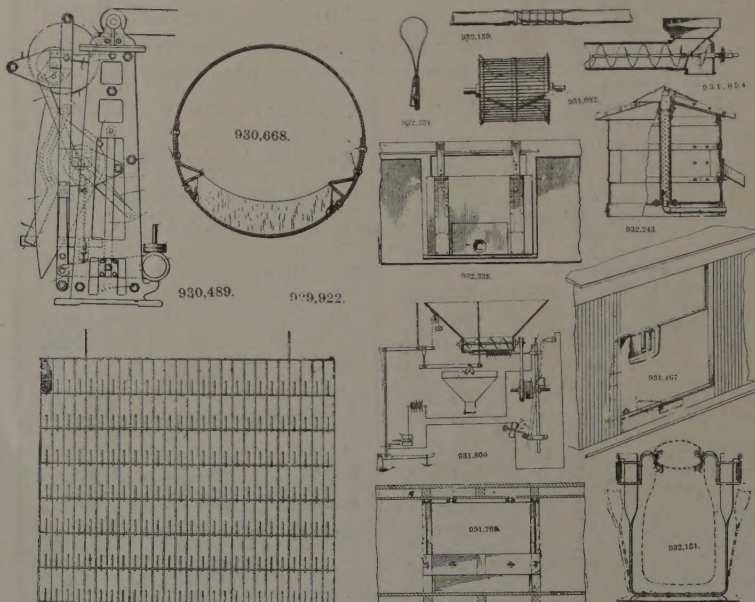
Proper Spark Timing.

The importance of proper spark timing of gasoline engines is shown by a recent instance related by a gas engine expert. He had called at a contractor and builder's shop where an engine had recently been installed. Before entering the engine room he had noted the sound of the exhaust which indicated that the engine was carrying a heavy load. On entering the engine room he found the engine well set on a cement foundation and apparently running smoothly but laboring hard. It was a standard engine purchased for 16 h. p. and of good size for that power.

The stream of jacket water was of good size, in volume equal to that which would pass thru a three-fourths inch pipe. On examination the water was found to be perceptibly heated. To the astonishment of the expert he found no machinery in operation, only the main line shaft and several belts and pulleys running.

Attention was then directed to the spark which was obtained from an igniter, a form of magneto. The spark timing is changed by tilting the magnets—in the direction the armature shaft runs to retard the spark and the opposite way to advance the spark. The magnets were first tipped away from him by the investigator with no improvement, then were brought back and gradually tilted in the opposite direction to advance the spark. The farther they were tilted the more improvement in the running of the engine was noted until the magnets were as far over as they would go.

The result was that the engine would take one impulse and cut out a dozen or more where before it would cut out only one in a dozen. This simple adjustment meant a saving in fuel, in a week's run, of from 20 to 40 gallons or more. It is, therefore, obvious that proper attention given to spark timing means a vast saving in the expense of running an engine.



Fire Insurance Companies

ORGANIZED 1883

The Western Millers' Mutual Fire Insurance Company KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary.

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses, and contents.

ORGANIZED — 1907 — INCORPORATED

Western Grain Dealers' Mutual Fire Insurance Association,

Des Moines, Flynn Bldg., Iowa

Insures Elevators, Warehouses and Contents Exclusively.

Correspondence solicited.

GEO. A. WELLS, Secretary.

ORGANIZED 1878

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at cost

Insurance in force, - - \$13,920,249.80
Cash Surplus, - - - 329,927.51

GEORGE POSTEL, Pres.
A. R. McKINNEY, Sec'y.

Address all Correspondence to the Co., at Alton, Ill.

THE OLD RELIABLE



ORGANIZED 1881

LANSING, MICH.

INSURES ELEVATORS AND GRAIN

PERMANENT OR SHORT TERM POLICIES

If You Want

regular country shippers to become familiar with your firm name, place your "ad" here.

Mill Owners' Mutual Fire Insurance Co., Des Moines, Iowa Organized 1875

INSURES MILLS, ELEVATORS, WAREHOUSES and CONTENTS

Net Cash Assets.....\$261,480.83
Losses Paid.....\$1,473,780.60
Saved to Policy Holders.....\$1,909,196.60
J. G. SHARP, Secretary

GRAIN INSURANCE.

Grain in the elevator is the same as cash deposited there instead of in the bank.

Its loss by fire is ten times more liable than loss by bank failure.

A grain loss is destruction of working capital, made worse if a portion is borrowed.

A full insurance protection is needed according to the value on hand.

Insurance should vary according to the value without heavy short rate charges.

The country grain dealer gets the best service and lowest cost through the open policy of the



INDIANAPOLIS, IND.

For particulars write at once to

C. A. McCOTTER, Sec'y

ORGANIZED SEPTEMBER 1897

GRAIN SHIPPERS' MUTUAL FIRE INSURANCE ASSOCIATION IDA GROVE, IOWA

Insurance in force . . . \$7,355,000.00
Losses paid to date . . . 448,000.00
Saved to Policyholders over . . . 250,000.00

No Premium Notes.

We write Fire, Lightning and Tornado Insurance for long or short term.
MEMBERS' LIABILITY LIMITED. F. D. BABCOCK, Sec.

MILLERS' NATIONAL INSURANCE COMPANY

205 La Salle St., CHICAGO, ILL.

Chartered 1865

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan.
Five Year Policies (or short term policies on grain, if required.)
Semi-Annual Assessments costing about one-half Stock Company rates.
NO conflagration hazard.

Gross Assets, \$5,288,714.00 Net Cash Surplus, \$930,166.99

Any Weight of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price, \$5.00.

GRAIN DEALERS JOURNAL

255 LA SALLE STREET

CHICAGO, ILLINOIS

GRAIN STORAGE RECEIPTS for keeping a record of grain stored. 50 tickets, printed on bond paper 10½ x 5½ in., in each book. Order form No. 4. Price 50 Cents.
GRAIN DEALERS JOURNAL, - - - 255 La Salle Street, CHICAGO

RECEIVING AND STOCK BOOK.

Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net lbs. price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9 x 12 inches, giving room for recording 3200 wagon loads.

Order Form 321. Price, \$1.50.

GRAIN DEALERS JOURNAL

255 La Salle Street,
CHICAGO, ILL.



Rope Drives Installed in \$3,000,000.00 Flouring Mill Plant of Hecker-Jones-Jewell Milling Co., New York City.

WEBSTER

MACHINERY FOR

Grain Elevators and Flour Mills has experience and reputation behind it. By its use materials are handled quickly cleanly and economically.

Spiral Steel Conveyors
"Acme" Elevator
Buckets
Friction Clutches

Chain Belting
Rope Transmission
Shafting, Pulleys
Gearing

Webster M'f'g Co.

Main Offices and Works: 2410-2432 W. 15th ST., CHICAGO.
88-90 Reade Street NEW YORK
Pennsylvania Building PHILADELPHIA

WELLER Made



ADJUSTABLE TROUGHING CARRIER WITH INDEPENDENT RETURN ROLLS

This device supersedes everything of its kind at present in use, because independent Return Rolls are furnished. The troughing rolls are adjustable to any angle and run on a hollow perforated steel shaft fitted with special compression grease caps of unusually large capacity. Bearings for the horizontal roll shafts are oscillating and are made in any desired style.

For heavy service this carrier is unequalled. Used in connection with Weller-Made belt conveyors they handle a wide range of materials with every satisfaction.

Send for 510 page Catalog.
WELLER MFG. COMPANY
CHICAGO



A Reason Why

It's no disgrace to have "come from Missouri," but it's a reflection on you to be so prejudiced that you always "have to be shown." Common sense teaches to profit by the experience of others.

A Day Dust Collector Reason

It saves power in operating your cleaning machine.

One of our customers who has three collectors installed in Indiana, writes under date of June 22, 1909: "Our head miller says he wouldn't have them taken out for \$1,000 and go back to the old cloth machines again."

For other reasons write to

THE DAY COMPANY

1118-26 Yale Place Minneapolis, Minn.